ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

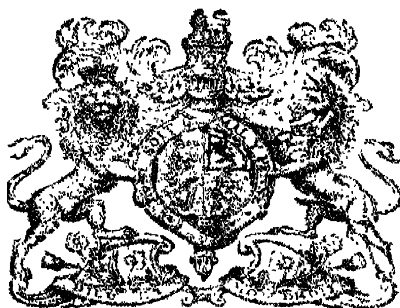
FOR

1899-1900.

BY

F. R. UPCOTT, Esq., C.S.I.,
SECRETARY TO THE GOVERNMENT OF INDIA, PUBLIC WORKS DEPARTMENT, RAILWAYS.

PART II.



CALCUTTA:
OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA
1900.

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8, HASTINGS STREET.

References to the map of India shewing the systems of railways corrected to the 30th September 1900.

RAILWAY SYSTEMS AND STEAM TRAMWAYS.

[Alphabetically arranged.]

N.B.—Connected lines and branches worked by another administration are grouped under the Home system.

Gauge.	Railway.	State. Worked by companies.	State. Worked by the State.	Guaranteed companies.	Assisted companies and others.
	X.—Agra-Delhi Chord.	Miles.	Miles.	Miles.	Miles.
Standard (5′—6″)	Agra to Delhi	*121·16	...	...	..
	XLVIII.—Assam-Bengal.				
Metre	Chittagong to Dámchara, including Port line	272·78	...	...	...
	Dámchara to Tinsukia, Jn. with Dibru-Sadiya ry.	*299·81	...	...	...
	Laksam to Chandpur (*Chandpur bch.*)	31·62	...	...	...
	Badarpur to Silchar (*Silchar bch.*)	18·62	...	...	...
	Gauháti to Lumding (*Gauháti bch.*)	112·93	...	...	...
	Total	735·76	...	...	..
	LXXXVII.—Bársi Light.				
Ft. 2 In. 6	Bársi Jn. to Bársi Town	...	...	..	21·75
	Bársi Jn. to Pandharpur	...	...	..	*33·16
	Total	...	...	...	54·91
	XXXIX.—Bengal and North-Western.†				
	Tirhoot section.				
Metre	Semaria Ghât to Bettiah	145·87	...	...	..
	Samastipur to Khanwa Ghât (*Kosi extn.*)	93·92	...	..	...
	Durbhunga to Bairagnia (*Bairagnia bch.*)	60·51	...	...	...
	Sakri to Jainagar (*Branch*)	*30·47	...	...	...
	Mozufferpore to Sonepore (*Sonepore bch.*)	34·61	...	...	.
	Hajeepore to Hajeepore Ghát (*Hajeepore bch.*)	1·89	...	...	...
	Hajeepore to Bachhwara (*Branch*)	44·25	...	...	...
	Baraum Jn. to Thana Bihpur	66·17	...	...	..
	Thana Bihpur to Katihár	*52·83	...	...	.
	Sahebpoor Kamal to Monghyr Ghát (*Bch.*)	7·00	...	...	..
	Company's section.				
	Sonepore to Ajodhya	238·60	...	...	..
	Sonepore to Bunwárchak (*Ganges loop line*)	9·34	...	...	...
	Chupra to Revelganj (*Revelganj bch.*)	7·34	...	...	...
	Bhatni to Turtipur } (*Turtipur bch.*)	17·14	...	...	..
	Salimpur to Barhaj } (*Turtipur bch.*)	12·77	...	...	..
	Gorakhpur to Uska Bazar (*Uska Bazar bch.*)	35·58	...	...	...
	Mankapur to Nalpaiganj Road (*Bch.*)	83·98	...	...	...
	Gonda to Jarwal Road (*Bahramghát bch.*)	28·05	...	...	...
	Jarwal Road to Burhwal, with bridge (*Bch.*)	10·02	...	...	...
	Gonda to Tulsipur (*Tulsipur bch.*)	41·00	...	...	...
	Naupara to Katarnian-Ghât (*Katarnian Ghát bch.*)	44·08	...	...	...
	Ganges-Gogra Doab lines—				
	Turtipur to Benares Cant.	82·26	...	...	...
	Kopaganj Road to Chand-deara Ghát	60·61	...	...	...
	Manjhi Ghát to Revelganj Ghát	3·71	...	...	...
	Mau to Azamgarh	27·15	...	...	...
	Azamgarh to Shahganj	*33·00	...	...	...
	Aunrihar to Ghazipur Ghat	28·37	...	...	...
	(*lvii.—Segowlie-Raxaul*)—				
	Segowlie to Raxaul	...	...	...	18·00
	Total	1,318·52	...	...	18·09
	II.—Bengal Central.‡				
Standard	Dum-Dum to Khoolna (*Dum-Dum sec.*)	104·51	...	...	...
	Ránaghat to Bongong (*Ránaghat sec.*)	20·50	...	...	...
	Dum-Dum Cant. to Pattipookur	*2·68	...	...	...
	Total	127·69	...	...	...

* Under construction or sanctioned for construction.

† Although for convenience classed amongst State railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

‡ Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.

Gauge.	Railway.	State. Worked by companies.	State. Worked by the State.	Guaranteed companies.	Assisted companies and others.
	LVIII.—Bengal Dooars.				
Metre	East bank of Teesta to Dam Dim	...	...	...	31·00
	Dam Dim to Bagrakote	...	...	...	*6·76
	Lataguri to Ramshai (*Bch.*)	...	...	...	5·40
	Mal to Hantupara (*Eastern extn.*)	...	...	...	*44·00
	Barnes jn. to Baura. } *Southern extn.*	...	...	...	28·45
	Baura to Lalmonir Hát. } *Southern extn.*	...	...	...	*37·35
	Total	...	...	...	152·96
	III.—Bengal-Nagpur.				
Standard	Asansol *viá* Bilάspur to Nágpur	626·69	...	...	...
	Sanctoria coal branch	7·03	...	...	...
	Siui to Rajapur Khal	151·73	...	...	...
	Rajapur Khal to Howrah	*10·80	...	...	...
	Khal Bridge to Kola Riverside station (*Bch.*)	1·00	...	...	...
	Khargpur to Barang	186·50	...	...	...
	Khargpur to to the right bank of the Cossye river	5·75	...	...	...
	Right bank of the Cossye river to Bujudih (*a*)	*116·64	...	...	...
	Jharsuguda to Sambalpur (*Sambalpur bch.*)	30·13	...	...	...
	Bilάspur to Katni (*Katni bch.*)	196·03	...	...	...
Ft. 2 In. 6	(*lxxxii.—Raipur-Dhamtari branch*)—				
	Raipur to Kurud	32·00	...	...	...
	Kurud to Dhamtari	*13·45	...	...	...
	Abhanpur to Rajim (*Bch.*)	10·38	...	...	...
	Total	1,400·03	...	...	...
	LXXV.—Bhávnagar-Gondal-Junágad-Porbandar.				
Metre	Bhávnagar Docks to Wadhwán	...	...	...	(*b*) 105·20
	Dhola junction to Porbandar Bandar	...	...	...	(*c*) 158·79
	Jetalsar junction to Verával Docks	...	...	...	(*d*) 69·85
	(*lxxv.—Jetalsar-Rajkot*)	...	...	...	40·23
	(*lxxvi.—Jamnagar*)—Rájkot to Jámnagar	...	...	...	(*e*) 54·28
	(*lxxvii.—Dhrangadrá*)	...	...	...	20·83
	Total	...	...	...	455·18
	XVIII.—Bombay, Baroda and Central India.				
Standard	Bombay (Colába) to Wadhwán	...	...	389·57	...
	Anand to Godhra (*Godhra bch.*)	...	...	40·21	...
	Viramgám to Kharághoda (*Patri bch.*)	...	...	22·12	...
Metre	(*lxi.—Ahmedabad-Párantij*)—Ahmedabad to Idar Ahmednagar	...	...	...	54·59
Standard	(*vi.—Godhra-Rutlam-Nágdá*)—Godhra to Nágdá	141·14	...	...	..
	(*xxxii.—Nágdá-Ujjain*)	...	...	...	34·32
Metre	(*xlii.—Pálanpur-Deesa*)	17·28	...	...	...
Ft. 2 In. 6	(*xcvi.—Rajpipla*)—				
	Anklesvar to Nandod	...	...	...	37·37
	(*xii.—(Rajputana-Malwa)*—				
	(*Rajputana section.*)				
Metre	Delhi to Ahmedabad	579·75	...	...	...
	Garhi Harsaru to Farukhnagar (*Farukhnagar Salt bch.*)	7·75	...	...	...
	Bándikui to Jumna East bank (*Agra bch.*)	(*f*) 96·14	...	...	...
	Phulera to Jowrah (*Sambhar lake salt bch.*)	21·50	...	...	...
	Sambhar to Japog (*Branch*)	4·50	...	...	..
	Additional salt sidings in the Sambhar lake	6·27	...	...	...
	(*Malwa section.*)				
	Ajmer to Khandwa	392·27	...	...	...
	Fatehabad to Ujjain City (*Ujjain bch.*)	14·88	...	...	...
	(*Cawnpore-Achnera section.*)				
	Cawnpore to Achnera	239·34	...	...	...
	Mandhana to Brahmávart (*Brahmávart bch.*)	5·00	...	...	...
	Kásganj to Soron (*Soron bch.*)	9·00	...	...	...
	Muttra to Brindaban (*Brindaban bch.*)	7·34	...	...	...
	(*Rewári-Fázilka section.*)				
	Rewári to Fázilka	(*g*) 262·77	...	...	..
Standard	(*xxv.—Tapti Valley*)—				
	Kankra Khari to Amalner	...	...	...	155·77
Ft. 2 In. 6	(*xcv.—The Gaekwar's Dabhoi.*)—				
	Miyágám *viá* Dabhoi to Bodeli	...	...	...	42·41
	Dabhoi *viá* Vishvámitri to Padra (*Bch.*)	...	...	...	25·77
	Dabhoi to Chándod (*Bch.*)	...	...	...	10·61
Metre	(*lxix.—Vijapur-Kalol*) Kalol to Vijapur	...	...	...	*20·00
	(*lxxviii.—Jaipur*) Sánganer to Siwai Mádhopur	...	...	...	*74·85
	(*liii.—The Gaekwar's Mehsána.*)—				
	Viramgám *viá* Mehsána to Kherálu	...	...	...	67·94
	Mehsána to Pátan	...	...	...	24·69
Standard	(*xxxiii.—The Gaekwar's Petlád*)—				
	Anand to Petlád	...	...	...	13·35
	xxxv.—Petlád-Cambay—				
	Petlád to Cambay	...	...	...	*20·75
	Total	1,804·01	...	460·90	590·03

* Under construction or sanctioned for construction.

(*a*) Commencement of work has not been authorized on the Midnapore-Bujudih section (115·14 miles).

(*b*) Including 0·87 mile of Bhávnagar Dock line.

(*c*) Including 1·35 miles of Porbandar Dock estate line.

(*d*) Including 2·35 miles of Junágad quarry line and 0·30 mile Junágad Dock estate line.

(*e*) Including 3·90 miles of Dock estate lines.

(*f*) Of this length, 3·07 miles are laid on both the standard and metre gauges, except on the Jumna bridge, where a mixed gauge is laid.

(*g*) Including 26·28 miles of mixed gauge mileage between Kot Kapura and Bhátinda worked over by the North-Western State and Rajputana-Malwa railways.

Gauge.	Railway.	State. Worked by companies.	State. Worked by the State.	Guaranteed companies.	Assisted companies and others.
	XLIX.—Burma.				
Metre .	Rangoon to Prome (*Irrawaddy line*)	161·00	...	...	...
	Rangoon to Mandalay	386·00	...	...	...
	Myohoung to Nawnghkio	73·00	...	...	...
	Nawnghkio to right bank of the Salween river .	*157·72	...	...	...
	Suburban lines	9·00	...	...	...
	Sagaing to Myitkyina (*Mu Valley line*) . .	331·29	...	...	...
	Letpadan *via* Henzada to Bassein . . .	*119·01	...	...	...
	Thazi to Myingyan (*Myingyan bch.*) . .	70·10	...	...	...
	Mandalay to Mandalay shore (*Bch.*) . .	2·50	...	...	...
	Myohaung to Amarapura shore (*Myohaung bch.*)	6·00	...	...	...
	Sagaing *via* Monywa to Alon (*Branch*) . .	71·00	...	...	...
	Naba to Katha (*Katha bch.*)	14·40	...	...	...
	Total .	1,401·02	...	...	...
	XV.—Calcutta Port Commissioners'.				
Standard .	Cossipore to Kidderpore docks	...	6·22	...	...
	Telkul Ghât Rd. to Bhurpara Khal at Shalimar .	...	2·31	...	...
	Total .	...	8·53	...	...
	LXXXIV.—Cherra-Companyganj.				
Ft. In. 2 6	Companyganj to Komora lime stone quarry .	...	8·00	...	...
	LXXXVI.—Darjeeling-Himalayan.				
2 0	Siliguri to Darjeeling	...	...	...	51·00
	LIII.—Deoghur.				
Metre .	Baidyanâth to Deoghur	...	...	...	4·79
	LIX.—Dibru-Sadiya.				
Metre .	Dibrugarh to Dihing bridge	...	...	...	61·50
	Makum junction to Tálap (*Tálap bch.*) . .	...	...	...	16·00
	lx.—Ledo and Tikak-Margherita Colliery— Dihing Bridge to Ledo (including Namdang branch)	...	...	...	7·50
	Total .	...	...	...	85·00
	XVI.—East Coast State.				
Standard .	Washermenpet to Barang (main line) . . .	...	(a)765·10	...	...
	Bezwada station facing points to the distant signal of the Bezwada extn. (*Bch.*) . .	...	0·22	...	...
	Sámalkôt to Cocanada Port (*Cocanada bch.*) .	...	10·33	...	...
	Waltair to Vizagapatam including Wharf and Swamp lines (*Vizagapatam bch.*) . .	...	4·97	...	...
	Khurda Road to Puri (*Puri bch.*) . . .	...	27·18	...	...
	Total .	...	807·80	...	...

* Under construction or sanctioned for construction.

(a) Including 2·66 miles laid on a mixed gauge and 0·33 mile on the metre gauge.

Gauge.	Railway.	State. Worked by companies.	State. Worked by the State.	Guaranteed companies.	Assisted companies and others.
	XIV.—Eastern Bengal State.				
Standard .	*Eastern section (Eastern Bengal railway)*—				
	Calcutta (Sealdah) to jn. with bch. to Panchooria	...	145·07	...	...
	Canal junction to Chitpore (*Chitpore bch.*) .	...	2·00	...	...
	Porádaha to Golabnuggar (*Porádaha bch.*) .	...	17·80	...	...
	Rajbári to Goalundo	...	4·41	...	...
	Mile 145·07 to Faridpur (*Rajbari-Faridpur bch.*)	...	19·36	...	...
	Belgachhi to the Ganges	...	2·30	...	...
	Bhydea jn. to Borat (*Bch.*)	...	3·17	...	...
	Panchooria to the Ganges (*Fakirabad line*) .	...	*6·00	...	...
	Jagati jn. to Kaligunga (*loop*) . . .	...	3·77	...	...
	Southern sec. (Calcutta and S.-E. railway)—				
	Calcutta to Port Canning (*Original line*) . .	...	28·45	...	...
	Sonárpur to Hara Fort (*Diamond Harbour line*) .	...	27·96	...	...
	Ballygunge to Budge-Budge (*Budge-Budge extension*)	...	13·66	...	...
	(iii.—Northern, Behar & Dacca secs. and Kaunia-Dharlla bch.				
Metre .	*Northern section (Northern Bengal State railway).*				
	Sára Ghát to Siliguri	...	196·00	...	...
	Párbatipur to Kaunia (*Rungpore bch.*) . .	...	34·00	...	...
	Teesta to Dhubri	...	(a)*38·81	...	...
	Teesta bridge at Kaunia and approaches .	...	*4·87	...	...
	Párbatipur to Dinagepore (*Dinagepore bch.*) .	...	17·75	...	...
	Behar section (Assam-Behar State railway)—				
	Manihári Ghat to Dinagepore	...	85·67	...	...
	Katihár to Ancharághát (*Kosi bch.*) . . .	...	72·91	...	...
	Bársoi to Kissengunge (*Bársoi-Kissengunge bch.*) .	...	35·11	...	...
	Dacca section (Dacca State railway)—				
	Náráyanganj Ghát to Mymensingh . . .	...	85·92	...	...
Ft. In.	*Kaunia-Dharlla branch*—				
2 6	Teesta junction to Jatrapur	...	23·25	...	...
	Teesta junction to Mogalhát	...	(b)13·78	...	...
	Santrabari extension (British section)—				
	South Bank of the Kaljani river to Raja Bhat Khawa	...	11·34	...	...
	Raja Bhat Khawa to Jhainti	...	*8·74	...	...
	(iii.—Cooch Behar railway)—				
	Gitaldaha to Cooch Behar town	...	...	...	22·38
	Santrabari extn.—Native State sec.				
	Cooch Behar to Alipur Duar	...	...	...	11·35
Metre .	*(iv.—Mymensingh-Jamalpur-Jagannathganj)*—				
	Mymensingh to Jagannathganj . . .	...	...	...	53·37
	(v.—Brahmaputra-Sultanpur)—				
	Santahar to Fulchhari	...	...	...	59·50
	TOTAL .	...	902·21	...	146·60

* Under construction or sanctioned for construction.

(a) Excluding the section of the Kaunia-Dharlla line from Teesta junction to Mogalhat (2' 6" gauge), 13·78 miles, which is under conversion to the metre gauge and will form part of this railway.

(b) Under conversion to the metre gauge.

Gauge.	Railway.	State. Worked by companies.	State. Worked by the State.	Guaranteed companies.	Assisted companies and others.
	I.—East Indian.	Miles.	Miles.	Miles.	Miles.
Standard	Howrah *viâ* chord line to Delhi	955·08	...	...	...
	Bhadreswar to the Hooghly river (*Bhadreswar bch.*)	2·00	...	...	...
	Hooghly to Naihâti (*Hooghly bridge bch.*)	4·22	...	...	...
	Ondál to Alipur block hut (*Ondál loop*)	31·54	...	...	...
	Ikrah to Domohani (*Ikrah bch.*)	8·92	...	..	...
	Sítarampur to Kátrásgarh (*Jherriah bch.*)	39·23	...	..	...
	Sítarampur to Domohani	*6·99	...	..	..
	Pandra branch	*3·24	...	...	...
	Salanpur to Shamdi (*Salanpur bch.*)	5·53	...	...	...
	From a point near Barákar to Chanch (*Chanch bch.*)	3·88	...	...	...
	Dheria Joba to the Damoodur river (*Damoodur bch.*)	9·77	...	...	...
	Madhupur to Kurhurbaree collieries (*Kurhurbaree bch.*)	26·70	...	...	..
	Mokameh to the Ganges river (*Mokameh bch.*)	3·70	...	...	...
	Bankipore to Gya (*Patna-Gya bch.*)	57·47	...	...	...
	Bankipore to Digha Ghât (*Digha Ghât bch.*)	5·53	...	...	...
	Dildárnagar to Tárighát (*Tárighát bch.*)	12·00	...	...	...
	Moghal Sarai to Gya (*Moghal Sarai-Gya bch.*)	125·48	...	...	...
	Bárun to Daltonganj including colliery branch	*78·32	...	...	...
	Naini to Jubbulpore (*Jubbulpore bch.*)	223·58	...	...	...
	Allahabad fort bch.	2·34	...	...	...
	Cawnpore City bch.	0·88	...	...	...
	Shikohabad to Farukhabad	*05·82	...	...	...
	Túndla to Agra (Jumna E. bank) (*Agra bch.*)	13·35	...	...	...
	Háthras City bch.	5·58	...	...	..
	Khána to Luckeeserai (*Loop line*)	250·39	...	...	...
	Naihâti to Azimganj (*Azimganj bch.*)	27·48	...	...	...
	Tinpahár to Rajmehal (*Rajmehal bch.*)	7·23	...	...	...
	Maharajpur bch.	4·84	...	...	...
	Sakrighat bch.	1·99	...	...	...
	Sultangunge bch.	1·16	...	...	...
	Jamálpur to Monghyr (*Monghyr bch.*)	5·68	...	...	...
Ft. In.	(*xx.—Delhi-Umballa-Kalka*)—Delhi to Kalka	...	...	...	162·23
2 6	(*xcvii.—Rewah*)—Rewah to Sutna	...	...	...	*31·81
Standard	(*xxii.—South Behar,—Luckeeserai-Gya*)—Luckeeserai to Gya	...	...	...	78·83
Ft. In.	(*xxxi.—Tarkessur*)—Seoraphuli to Tarkessur	...	...	...	22·23
2 0	(*xciii.—Kalka-Simla*)	...	...	...	*58·00
	Total	1,990·52	...	...	353·10
	XVII.—Great Indian Peninsula (*a*)				
Standard	Bombay to Jubbulpore (*North-east line*)	...	...	615·12	...
	Chálisgaon to Dhulia (*Bch.*)	...	...	*34·84	...
	Jalgaon to Amalner (*Bch.*)	...	...	34·28	...
	Bhusával to Nágpur (*Nágpur bch.*)	...	...	243·25	...
	Gádarváda to Gotitoria (*Mohpani bch.*)	...	...	13·54	...
	Kalyán to Ráichúr (*South-East line*)	...	...	408·80	...
	Palasdhari to Khopoli (*Khopoli bch.*)	...	...	7·24	...
	(*viii.—Dhond-Manmád*)—Dhond to Manmád	145·44	...	...	...
	(*xxvi—Khámgaon*)—Jalamb to Khámgaon	...	...	...	7·55
	(*xxvii.—Amraoti*)—Badnera to Amráoti	...	...	...	5·44
	(*vii.—Wardha Coal*)—Wardha to Warora	44·88	...	...	...
	Total	190·32	...	(*a*) 1,357·12	12·99
Ft. In.	**LXXXVIII.—Howrah-Amta.**				
2 0	Telkul Ghât (Howrah) to Amta	...	...	...	27·19
	Bargachia to Jagatballubpur (*Bch.*)	...	...	...	1·50
	Total	...	...	...	28·69
Ft. In.	**LXXXIX.—Howrah-Sheakhalla.**				
2 0	Kadamtolla (*b*) to Sheakhalla	...	...	...	17·38
	Chanditolla to Jonai (*Bch.*)	...	...	...	2·37
	Total	...	...	...	19·75

* Under construction or sanctioned for construction.
(*a*) Purchased by the State on the 1st July 1900.
(*b*) The Howrah-Kodamtolla section of the Howrah-Amta railway is worked over.

Gauge.	Railway.	State. Worked by companies.	State. Worked by the State.	Guaranteed companies.	Assisted companies and others.
	IV.—Indian Midland.				
Standard .	Bhopal to Agra Cantonment	315·52	...	...	...
	Bhopal to point of jn. with Bhopal-Ujjain ry. .	0·21	...	...	...
	Bina to Katni Murwara (*Katni bch.*) . .	162·93	...	...	...
	Bina to point of jn. with Bina-Goona ry. (*Bch.*) .	2·00	...	...	...
	Jhánsi to Mánikpur (*Mánikpur bch.*) . . .	180·37	...	...	...
	Jhánsi to Cawnpore (*Cawnpore bch.*) . .	135·22	...	...	...
	(*v & xxx.—Bhopal-Itársi*) *British section.*				
	Itársi to the frontier of the Bhopal state . .	13·11	...	...	...
	Native state section.				
	Frontier of the Bhopal state to Bhopal . .	...	...	...	44·00
	Centre of Bhopal stn. to point of jn. with Bhopal-Ujjain ry. (*Bch.*)	...	...	...	0·28
	(*xxix.—Bhopal-Ujjain*)—Bhopal to Ujjain . .	...	...	...	113·27
	(*xxviii.—Bina-Goona-Báran*)—				
Ft. In.	Bina to Báran	...	...	...	145·19
2 0	*xciv.—Gwalior Light*—				
	Sipri to Bhind	...	...	...	(*a*) 126·14
	Total .	809·36	...	...	428·88
	LXXII.—Jodhpur-Bikaner. *Jodhpur section.*				
Metre .	Marwar to the Bikaner frontier	...	...	...	187·50
	Lúni junction to Pachpadra (*Pachpadra bch.*) .	...	...	...	60·00
	Merta Road to Kuchámar Road . . .	...	...	...	73·00
	Bálotra-Jodhpur fron. extn. (Native state section).				
	Bálotra to Barmer	...	...	...	60·00
	Barmer to the Jodhpur frontier	...	...	...	*75·00
	Bikaner section.				
	Bikaner frontier to Bikaner town	...	...	...	43·50
	Gigasar to Palana (*Bch.*)	...	...	...	9·50
	Bikaner-Suratgarh extension.				
	Bikaner to Dulmera	...	...	...	42·00
	Dulmera to Bhátinda	...	...	...	*160·00
	lii.—Shadipalli-Balotra (British section)—				
	Hyderabad (Sind) to Jodhpur frontier . .	...	(*b*) *69·06	...	...
	Total .	...	69·06	...	710·50
	LXXXIII.—Jorhát.				
Ft. In. 2 0	Gosáigáon to Titábar	...	18·25	...	...
	Alternative cold weather section . . .	...	2·75	...	...
	Chenimara to Mariani (*Mariani bch.*) . .	...	7·00	...	...
	Total .	...	28·00	...	...
	XIX.—Madras.				
Standard .	Madras to Calicut (*South-west line*) . . .	...	...	413·14	...
	Calicut to Azhikal	...	...	*59·76	...
	Veyasarpaudy to Beach (*Rayapuram bch.*) .	...	...	3·20	...
	Walajah Road to Ranipet (*Ranipet bch.*) .	...	...	4·17	...
	Jalarpet to Bangalore City (*Bangalore bch.*) .	...	...	87·42	...
	Pódanúr to Mettupálaiyam (*Nilgiri bch.*) .	...	...	25·75	...
	Olavakkót to Palghat town (*Palghat bch.*) .	...	...	2·47	...
	Arkonam to Ráichúr (*North-west line*) .	...	...	308·28	...
	(*xxxiv.—Kolar Gold-fields*)—Bowringpet to Marikuppam				
Metre .		...	...	...	10·00
	lxii.—Nilgiri—				
	Méttupálaiyam to Coonoor	...	...	...	16·90
	lxx.—Shoranur-Cochin	...	...	...	*64·08
	Total .	...	...	904·19	91·58
	XCIX.—Morvi.				
Ft. In. 2 6	Wadhwán to Morvi	...	...	...	67·21
	Vánkáner junction to Rájkot (*Rájkot bch.*) .	...	...	...	25·86
	Total .	...	...	...	93·07
	XXXI.—Nizam's Guaranteed State.				
Standard .	Wádi to S.-E. British frontier	...	...	...	310·09
	Husain Ságar to Hyderabad (*Hyderabad bch.*) .	...	...	...	3·54
	Dornakal to Singareni coal-fields (*Mineral bch.*) .	...	...	...	10·50
	[*lx.—Bezwada extension (East Coast State)*]—				
	Bezwada to Hyderabad S.-E. frontier . .	20·58	...	...	...
Metre .	(*lxiv.—Hyderabad-Godávari Valley*)—				
	Manmád to Purbhani	...	...	...	180·23
	Purbhani to Nanded	...	...	...	*34·96
	Nanded to Secunderabad	...	...	...	169·09
	Total .	20·58	...	...	714·41

* Under construction or sanctioned for construction.

(*a*) Including 9·43 miles of His Highness the Maharaja Scindia's private railways.

(*b*) The mileage given is exclusive of 48·75 miles of the existing Hyderabad-Shadipalli railway, standard gauge, between Shadipalli and Rahoki, to be converted to the metre gauge, as also 6·33 miles of the same railway between Rahoki junction and Hyderabad on which a separate metre gauge track will be added.

Gauge.	Railway.	State. Worked by companies.	State. Worked by the State.	Guaranteed companies.	Assisted companies and others.
	XI.—North Western State.				
	Main line and branches (Commercial).				
Standard .	Ghaziabad to Peshawar Cant.	...	622·83	...	...
	Lahore to Kiamari, incldg. Napier Mole line .	...	821·85	...	...
	Meean Meer E. to Meean Meer W. (*Chord line*) .	...	(*a*)2·13	...	...
	Kotri to Hyderabad (Sind) } *Kotri-Rohri*	...	5·30	...	...
	Rahoki to Rohri . . . } (*Chord line*)	...	178·93	...	...
	Amritsar to Pathánkot (*Pathánkot bch.*) .	...	66·70	...	...
	Wazirabad to Khanewal . { (*Wazirabad-Khanewal bch.*) }	...	201·68	...	...
	Wazirabad to the frontier of the Kashmir state (*Kashmir bch.*)	...	35·58	...	...
	Ráewind to Bhátinda (*Bhátinda bch.*) . .	...	(*a*)87.36	...	...
	Phulji to Puranadera (*Puranadera bch.*) . .	...	2·57	...	...
	Hussainiwala to Ferozepore Cant. } *Branches.*	...	(*b*)3·50	...	...
	Sukkur to Sukkur Bandar }	...	1·25	...	...
	Kotri to Kotri Bandar }	...	1·14	...	...
	Frontier section, Military.				
	(*Sind-Sagar ry.*)—				
	Lala Músa to Sher Shah	...	344·60	...	...
	Golra junction to Khusálgarh (*Khusálgarh bch.*).	...	70·16	...	...
	Rasul siding	..	9·00	...	...
	Malakwál to Bhera	..	18·10	...	..
	Haranpur to Bhaganwala (*Bhaganwala bch.*) .	...	10·84	...	...
	Chalisa to Daudot (*Khewra bch.*) . . .	...	8·51	...	...
	Kundian to Mari (*Mari bch.*)	...	36·32	...	...
	Mahmúd Kot to Ghází Ghát (*Bch.*) . . .	...	11·27	...	...
	(*Sind-Pishin and Mushkaf-Bolan rys.*)—				
	Ruk *viá* Sibi to Bostan distant signal (*Chaman extension*)	...	268·15	...	...
	Base of Bostan triangle loop	...	0·31	...	...
	Bostan to Chaman	...	67·54	...	...
	Nari Bank to Rindli (*Rindli bch.*) . . .	...	13·81	...	...
	Sibi to Bostán *viá* Harnai	...	107·33	..	...
	Mithri Chord (on Quetta district) . . .	...	0·60	...	...
	Mithri Chord (on Sukkur district) . . .	...	0·74	...	...
	Peshawar-Jamrood railway	...	*12·00	...	...
	Mári-Attock—				
	Campbellpur Cantt. to Basál	...	18·45	...	...
	Jand (*c*) to Daud Khel (Mári)	...	53·91	..	...
	(*xxxviii.—Ludhiana-Dhuri-Jakhal*) . . .	...	...	...	*79·61
	(*xxiii.—Southern Punjab—Delhi-Samásata*)—				
	Delhi to Samásata	...	...	...	390·80
	Entrance into Delhi station	...	...	...	*0·79
	Narwana to Kaithal (*Bch.*)	...	...	...	23·38
	(*xli.—Hyderabad-Shadipalli*)—Gidu Bandar to Shadipalli	...	58·91	...	...
	(*xxxvii.—Jammu and Kashmir, native state sec.*)— Frontier of Kashmir state to left bank of the Tawi river	...	...	...	15·02
Ft. In.	(*xxxvi.—Rájpura-Bhátinda*)	...	...	...	107·05
2 6	(*lxxxv.—Nowshera-Durgai, North-Western State*) .	...	...	...	*41·90
	Total	...	3,141·37	...	655·45
Standard .	**XIII.—Oudh and Rohilkhand State.**				
	Moghal Sarai *viá* Rampur to Saharanpur . .	...	518·19	...	...
	Benares Cantt. *viá* Fyzabad to Lucknow (*loop*) .	...	199·03	...	...
	Bareilly *viá* Chandausi to Moradabad (*loop*) .	...	70·50	...	...
	Moradabad to Gajraula } *Ghaziabad bch.* {	...	33·00	...	...
	Gajraula to Ghaziabad }	...	*54·05	...	...
	Ranupáli to Ajodhya Ghát (*Ajodhya Ghát bch.*).	...	3·22	...	...
	Bara Banki to Bahramghát (*Bahramghát bch.*) .	...	21·52	...	...
	Lucknow to Cawnpore (*Cawnpore bch.*) . .	...	45·45	...	...
	Chandausi to Aligarh (*Aligarh bch.*) . .	...	60·00	...	...
	Najibabad to Kotdwára (*Kotdwara bch.*) . .	...	15·19	...	...
	Lhaksar junction to Hardwar (*Hardwar bch.*) .	...	17·06	...	...
Metre .	(*li.*)—*Cawnpore-Burhwal* (*metre gauge link*)— Cawnpore to Burhwal	...	(*d*)70·00	...	...
Standard .	(*xxiv.—Hardwar-Dehra*)—Hardwar to Dehra .	...	...	...	32·05
	Total .	...	1,117·41	...	*32·05
Ft. In 2 6	XC.—Ránaghat-Krishnagar	...	...	...	20·25
Metre .	**LVI.—Rohilkund and Kumaon.** (***Company's section***).				
	Bhojeepura to Káthgodam	...	...	...	53·92
	(*xl.—Lucknow-Bareilly section*)—				
	Lucknow to Bareilly	198·55	...	...	...
	Mailáni to Sonaripur (*Dudhwa bch.*) . .	30·87	...	...	...
	Bareilly grain siding	1·75	...	...	...
	Total .	231·17	...	...	53·92

* Under construction or sanctioned for construction.

(*a*) Including 26·28 miles of mixed gauge mileage between Kot Kapura and Bhátinda worked over by North-Western State and Rajputana-Malwa railways.

(*b*) Military lines not used for ordinary public traffic.

(*c*) The length between Basal and Jand is a part of the open mileage of the Khusalgarh branch of the North-Western State railway.

(*d*) Excluding 3·06 miles between Daliganj and Aishbag (Lucknow-Bareilly section, Rohilkund and Kumaon Railway) worked over.

Gauge.	Railway.	State. Worked by companies.	State. Worked by the State.	Guaranteed companies.	Assisted companies and others.
	XLIII—Southern Mahratta.				
Metre	Portuguese frontier to 0·36 mile E. of Tadèpalli	509·97	...	...	...
	Londa to Poona (*Poona bch.*)	277·99	...	...	...
	Hubli to Harihar (*Harihar bch.*)	81·00	...	...	...
	Gadag to Hotgi (*Bijápur bch.*)	173·08	...	...	...
	(*xliv—Guntakal-Mysore frontier*)—Guntakal to Mysore frontier	119·50	...	...	...
	(*lxv.—Kolhápur*)—Miraj to Kolhápur	...	...	...	29·07
	(*lxvii.—Mysore-Nanjangúd*)	...	...	...	15·80
	(*xlv.—Mysore section,—Southern Mahratta*)—Harihar to Mysore	296·00	...	...	...
	(*lxvi.—Yesvantpur-Mysore frontier*)	...	...	...	51·35
	(*lxviii.—Birur-Shimoga*)	...	...	...	*38·50
	Total	1,457·54	...	...	134·72
	XLVI.—South Indian.				
Metre	*Madras-Tuticorin section.*				
	Madras (Beach joint) to Tuticorin foreshore	446·80	...	...	...
	Chingleput to Arkonam (*Arkonam bch.*)	30·25	...	...	...
	Villupuram to Gingee river (*Pondicherry bch.*)	16·47	...	...	...
	Cuddalore Wharf siding	1·54	...	...	...
	Tanjore to Nagore (*Branch*)	52·83	...	...	...
	Trichinopoly to Erode (*Erode bch.*)	87·41	...	...	...
	Madura to Toni Toral } (*Branches*)	*91·33	...	...	...
	Mutanandal to Sivaganga } (*Branches*)	*9·00	...	...	...
	Maniyáchi to Tinnevelly (*Tinnevelly branch*).	18·23	...	...	...
	*Mile 0·00 to mile 44·85 } *Tinnevelly-Quilon (Travancore Bch.)*	*44·85	...	...	...
	Mile 45·96 to mile 46·69 } *Tinnevelly-Quilon (Travancore Bch.)*	*0·73	...	...	...
	Mile 46·84 to mile 47·11 } *Tinnevelly-Quilon (Travancore Bch.)*	*0·27	...	...	...
	Mile 47·15 to mile 47·77 } *Tinnevelly-Quilon (Travancore Bch.)*	*0·62	...	...	...
	Mile 44·85 to mile 45·96 } Tinnevelly-Quilon (Travancore) Bch. (Native state section.)	...	...	...	*1·11
	Mile 46·69 to mile 46·84 } Tinnevelly-Quilon (Travancore) Bch. (Native state section.)	...	...	...	*0·15
	Mile 47·11 to mile 47·15 } Tinnevelly-Quilon (Travancore) Bch. (Native state section.)	...	...	...	*0·04
	Mile 47·77 to mile 103·33 } Tinnevelly-Quilon (Travancore) Bch. (Native state section.)	...	...	...	*55·56
	Tuticorin Foreshore siding	0·25	...	...	...
	Tuticorin Salt siding	2·14	...	...	...
	Capper Quarry siding	0·86	...	...	...
	Villupuram-Dharmavaram section.		...	...	...
	Villupuram to Dharmavaram	279·18	...	...	...
	Pákala to Gudur (*Gudur bch.*)	85·97	...	...	...
	(*lxxxi.—Káraikkal-Peralam*)	...	...	...	14·65
	(*lxxii—Máyavaram-Mutupet*)	54·08	...	...	...
	(*lxxx.—Pondicherry*)—Gingee river (French frontier) to Pondicherry	...	...	...	7·80
	Total	1,229·81	...	...	79·31
Ft. 2 In. 6	XCI.—Tarakeshwar-Magra	...	...	...	31·12
2 6	XCII.—Tezpore-Bálipára	...	...	...	20·10
	LXXIII.—Udaipur-Chitor.				
Metre	Berach (Chitorgarh) to Udaipur	...	...	...	67·30
	LXXIX.—West of India Portuguese.				
Metre	Mormugao to the Portuguese frontier	...	...	...	51·00
Ft. In.	**Steam Tramways outside Municipal limits.**				
2 6	*Pawayan*—Sháhjahánpur to Mailáni	...	...	...	39·50
2 0	*Dandot colliery*	...	6·18	...	...
2 6	*Thatón-Duyinzaik*	...	...	...	7·76
2 6	*Parlákimedi.*—Naupada to Parlákimedi	...	...	...	*25·00
	Madura District Tramways—				
2 6	Ammayanayakkanur to Kotagudi	...	...	...	*55·00
	Periyakulam to Krishnamanaik's tope. } (*Branches*)	...	...	...	*5·00
	Theni to Karuvanath } (*Branches*)	...	...	...	*33·00

* Under construction or sanctioned for construction.

During the period 1st April to 13th November 1900, the Khusálgarh-Kohat-Thal railway only was sanctioned for construction on the 31st October 1900.

The following lengths of railway have been opened to public traffic from the 1st April to the 13th November 1900:

Date of opening.*	Railway.	From	To	Miles.	Remarks.
1st April 1900	Gházíabad-Moradabad	Moradabad	Gajraula	33·00	
1st April 1900	Bengal and North-Western, Tirhoot section	Hajeepore	Bachhwara	44·11	For goods traffic.
1st April 1900	Burma	Myohaung	Sèdaw	13·00	For passenger traffic.
1st April 1900	Burma	Sèdaw	Maymyo	26·00	
20th May 1900	Burma	Maymyo	Nawnghkio	34·00	
15th April 1900	Burma	Sagaing	Alon	71·00	
4th April 1900	Great Indian Peninsula	Dharangaon	Amalner	15·50	For goods traffic.
11th June 1900	Great Indian Peninsula	Mohpáni	Coal fields at Gotitoria.	1·07	For passenger tarffic.
15th October 1900	Great Indian Peninsula	Chalisgaon	Dhulia	35·00	For goods traffic.
5th April 1900	Brahmaputra-Sultanpur	Bogra	Dewantola	22·50	
1st August 1900	Brahmaputra-Sultanpur	Dewantola	Bonarpara	5·00	For goods traffic.
1st September 1900	Brahmaputra-Sultanpur	Bonarpara	Fulchhari	8·00	For goods traffic; for passenger traffic on the 15th September 1900.
5th April 1900	Eastern Bengal State	Alipur Duar	RajaBhat Khawa	10·75	
16th May 1900†	Eastern Bengal State	Right bank of the Torsa river.	Left bank of the Torsa river.	0·25	
15th April 1900	South Indian	Capper quarry siding		0·84	
16th April 1900	North Western State	Toba Tek Singh	Khânewal	56·40	
25th May 1900	North Western State	Hyderabad	Kotri	5·30	
20th April 1900	Bengal Dooars	Barnes Junction	Baura	28·00	For goods traffic; for passenger traffic on the 28th June 1900.
25th April 1900	Hyderabad-Gódavári Valley.	Sailu	Purbhani	26·00	For goods traffic; for passenger traffic on the 21st June 1900.
25th April 1900	Hyderabad-Gódavári Valley.	Secunderabad	Basar	117·75	For goods traffic; for passenger traffic on the 16th May 1900.
25th April 1900	Hyderabad-Gódavári Valley.	Basar	Sivungaon	33·25	For goods traffic; for passenger traffic on the 9th October 1900
23rd August 1900	Hyderabad-Gódavári Valley.	Sivungaon	Nanded	18·00	
9th October 1900	Hyderabad-Gódavári Valley.	Nanded	Purbhani	36·00	
24th May 1900	Bengal-Nágpur	Khal Bridge	Rajapur Khal	16·70	
4th July 1900	East Coast State	Naupada	Government Salt pans.	2·36	For goods traffic.
6th August 1900	East Coast State	Gódávari bridge and approaches.	...	4·55	For goods traffic; for passenger traffic on the 30th August 1900
10th September 1900	Raipur-Dhamtari	Raipur	Kúrúd	32·00	For goods traffic.
15th October 1900	Raipur-Dhamtari	Rajim Branch		9·00	For goods traffic.

* Where not otherwise stated, the dates given refer to opening for both passenger and goods traffic.
† Date of opening the permanent bridge over the Torsa river.

CONTENTS.

CHAPTER II—CAPITAL—*concld.*

APPENDICES.

List of tabular statements contained in the Administration Report on the railways in India for 1899-1900, Part II.

NOTE.—The standard gauge of the railways in India is 5 feet 6 inches.

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1899-1900.

PART II.

CHAPTER I.

STORES.

General.

Working of the Stores Department during 1899-1900.

The arrangements in force during the previous year for landing and forwarding English stores and making local purchases for State railways at the principal Indian ports were continued during the year 1899-1900.

East Indian railway (standard gauge).

2. The cost of working the stores department during the year ended 31st December 1899 was R1,66,915 as compared with R1,76,287 in 1898. Of this amount, however, R17,233 represented the cost, exclusive of supervising charges, of landing and despatching imported stores at Howrah for the company's use and for the South Behar, Bengal and North-Western and Bengal Central railways, as compared with R19,173 on this account in 1898.

The gross tonnage of imported stores and materials landed from boats at the Howrah General Store depôt during 1899 was 60,071 tons, distributed as follows:

	Tons.
East Indian railway	52,172
Bengal and North-Western railway	7,103
South Behar railway	543
Bengal Central railway	253
TOTAL	60,071

as compared with 72,209 tons in 1898 and 103,073 tons in 1897.

The purchases of stores in India during 1899 aggregated R51,25,923; of which 14,70,887 were on account of English and R36,55 036 for country stores. The purchases in 1898 aggregated R52,62,203.

The amount realised in 1899 by sale of scrap and condemned stores, exclusive of cinders, was R2,22,006 as compared with R2,01,212 in 1898.

Bengal Central railway (standard gauge).

3. The cost of working the stores department during the year ended 31st December 1899 was R3,423 as compared with R2,472 in 1898,

The purchases of stores in India during 1899 aggregated R1,70,706, of which 37,228 were on account of English and R1,33,478 for country stores. The purchases in 1898 aggregated R2,35,919.

There were no sales of surplus and condemned stores and cinders during 1899.

Bengal-Nágpur railway (standard gauge).

4. The cost of working the stores department during the year ended 31st December 1899 of the open line, 1,151 miles, was R35,148 as compared with R26,471 in 1898. The sum debited on this account in mileage proportion to capital for the new extensions under construction, a length of 79 mean miles, for the year 1899 was R2,359.

In addition, the cost of maintaining the three depôts on the extensions, namely, the Roopnarain (Kola), Midnapore and Cuttack, aggregating R28,101 during 1899 as compared with R28,270 in 1898, was entirely debited to capital. The expenditure of working the stores department of the whole undertaking was:

	R
1899	65,608
1898	64,152

The three depôts named above are the centres for the receipt and issue of stores to the several districts on the extensions. The stores magazine at Nágpur continued to supply all requirements of stores to open line districts.

The purchases of stores during 1899 for the open and unopen line aggregated R1,04,31,956, of which R90,14,810 was on account of English and R14,17,146 for stores purchased locally in India. The purchases in 1898 aggregated R65,54,875.

The increase under purchase account for the past year is mainly due to the purchase of engines, carriages and wagons, and an increase in the value of girders purchased. It was also partly due to the purchase of teak scantlings for new rolling stock, furnishing and equiping new stations, providing stores for working the new line opened and for new watering arrangements on the old open line.

The following amounts were realised by sale of cinders and condemned stores:

	R
Cinders	1,451
Condemned stores	4,351

as compared with R1,496 for cinders and nil for condemned stores for 1898.

Indian Midland railway (standard gauge).

5. The cost of working the stores department during the year ended the 31st December 1899 was R43,284 as compared with R37,538 in 1898.

The purchases of stores in India during 1898 aggregated R15,82,435, of which R4,57,514 were on account of English, and R11,24,921 for country stores. The purchases in 1898 aggregated R12,88,048.

North Western State railway (standard gauge).

6. The cost of working the stores department during the year ended the 31st December 1899 was R1,05,877 as compared with R1,06,991 in 1898.

There was no alteration in the control of stores and stores depôts.

The purchases of stores in India during 1899 aggregated R77,42,788, of which R2,39,692 were on account of English and R75,03,096 for country stores. The purchases in 1898 aggregated R79,91,846.

The following amounts were realised by the sale of surplus and condemned stores during 1899:

	New. R	Old. R	Total. R
Surplus and condemned stores	2,51,106	12,07,395	14,58,501

as compared with R24,90,140 for surplus and condemned stores realised in 1898.

Oudh and Rohilkhand State railway (standard gauge).

7. The cost of working the stores department during the calendar year ended 31st December 1899 was R35,096 as compared with R30,936 during the same period in 1898. The figures given include cost of working both the locomotive and general stores departments.

From October, the stores work in connection with the construction of the Gháziabad-Moradabad railway, was performed by the staff of the Oudh and Rohilkhand railway. The locomotive department having no separate depôt, all stores work for that department continues to be carried on by the general stores department.

During the year 1899, surplus and obsolete stores, also new and good stores, as noted below, were disposed of:

	R
(a) Unserviceable rails sold to the public and other railways	14,303
(b) Unserviceable and obsolete stores sold by auction	30,461
(c) Surplus stores transferred	20,059
(d) New and good stores issued to the Gháziabad-Moradabad and Hardwar-Dehra railways	32,155
TOTAL	96,978

Cast-iron pot sleepers are manufactured in the locomotive workshops and are issued through the general stores department. For this purpose pig iron, valued at R73,060, and scrap cast-iron, valued at R43,326, were issued during the year. Cast-iron pots, to the value of R1,29,696, were obtained from the Bengal Iron and Steel Company, Barákar.

Eastern Bengal State railway system (standard, metre and narrow gauges).

8. The cost of working the stores department during the year ended 31st December 1899 was R22,053 as compared with R20,664 in 1898.

The purchases of stores in India, both locomotive and general, during 1899 aggregated R16,15,867, of which R76,739 were on account of English stores and R15,39,128 for country stores. The purchases in 1898 aggregated R15,17,895.

The following amounts were realized by the sale of surplus and condemned stores and cinders during 1899:

	New. R	Old. R	Total. R
Surplus and condemned stores	...	33,865	33,865
Cinders	...	2,114	2,114

as compared with R34,469 for surplus and condemned stores and R2,109 for cinders realised in 1898.

East Coast State railway (standard gauge).

9. The cost of working the stores department during the year ended 31st December 1899 amounted to R36,357 as compared with R29,065 in 1898.

The purchases of stores during 1899 aggregated R6,44,018, of this sum R52,397 were on account of English stores and the balance for country stores. The purchases in 1898 aggregated R4,41,797.

The following amounts were realised by sale of surplus and condemned stores and cinders during 1899:

	New. R	Second hand. R	Total. R
Surplus and condemned stores	62,049	15,279	77,328
Cinders	...	...	1,306

as compared with R88,401 for surplus and condemned stores and R765 for cinders during the previous year.

Great Indian Peninsula railway (standard gauge).

10. During the calendar year under report the purchases of stores in India amounted to R44,54,977. English material to the value of R29,85,438 was received in India and debited to general stores account. The total issues including sales during the same period amounted to R83,35,051.

In addition to the stores purchased from outsiders, manufactured articles, valued at R6,07,150, were supplied from the company's workshops upon orders from the General Storekeeper, raw materials to the amount of R4,51,373 having been worked up at a cost of R1,23,944 for labour and contingent expenses and R31,833 for fuel. The following items may be mentioned as forming part of the raw materials operated on, *viz.*, 1,287 tons of teak logs purchased at an average cost of R105-2-0 per ton for conversion in the log mill, and 164 tons of scrap iron, wrought up into iron uses in the steam-hammer factory.

The total receipts, therefore, from all sources were R75,64,359 and the total issues, including sales, during the same period, amounted to R83,35,051.

Bombay, Baroda and Central India railway (standard gauge).

11. The cost of working the stores department during the year ended the 31st December 1899 was R71,033 as compared with R63,803 in 1898.

The total purchases of stores during 1899 aggregated R95,02,853, of which R56,05,988 was for English and R38,96,865 for country stores. The purchases in 1898 amounted to R55,38,975.

The following is a comparison of the amounts realised by the sale of condemned and surplus stores and cinders during 1899 and 1898:

	1898 R	1899 R
Surplus and condemned stores	66,713	29,524
Cinders	11,225	11,396

Madras railway (standard gauge).

12. The cost of working the stores department during the year ended the 31st December 1899 was R24,822 as compared with R23,514 in 1898; charges for landing and despatching stores are not debited to the stores department, but are added to the cost of the articles received.

There was no alteration in the control of stores and stores depôts.

The purchases of stores in India during 1899 aggregated R23,32,701, of which R1,80,437 were on account of English and R21,52,264 for country stores. The purchases in 1898 aggregated R17,75,626.

The following amounts were realised by the sale of surplus and condemned stores and cinders during 1899:

	New. R	Old. R	Total. R
Surplus and condemned stores .	7,036	66,262	73,298
Cinders	...	1,496*	1,496

as compared with R69,659 for surplus and condemned stores and R1,801 for cinders realised in 1898.

Bengal and North Western railway, including the Ganges-Gogra Doab railways, Tirhoot State railway and Hajeepore-Katihár extension (metre gauge).

13. The cost of working the stores department during the year ended the 31st December 1899 was R13,944 as compared with R10,130 in 1898.

There was no alteration in the control of stores and stores depôts.

The purchases of stores in India during 1899 aggregated R12,62,078, of which R2,46,833 were on account of English and R10,15,195 for country stores. The purchases in 1898 aggregated R7,83,622.

* This sum was credited to Revenue.

The following amounts were realised by the sale of surplus and condemned stores during 1899:

	New.	Old.	Total.
	R	R	R
Surplus and condemned stores	636	615	1,251

as compared with R1,725 in 1898.

Rajputana-Malwa railway (metre gauge).

14. The cost of working the stores department during the year ended the 31st December 1899 was R83,233 as compared with R91,948 in 1898.

The total stores purchases during 1899 aggregated R43,82,086, of which R12,05,675 were for English and R31,76,411 for country stores. The purchases in 1898 aggregated R34,91,601.

Southern Mahratta railway (metre gauge).

15. The cost of working the stores department during the year was R43,885 as compared with R39,804 in the previous year. This sum does not include the cost of landing and despatching imported stores for the company's use through the agency of Messrs. Mackinnon, Mackenzie & Co. of Bombay, whose bills for the year 1899 amounted to R3,048 as against R5,154 in 1898.

The purchase of stores in India during 1899 aggregated R11,77,738, of which R1,48,996 were on account of English and R10,28,742 for country stores. The total purchases in 1898 aggregated R10,79,408.

The following amounts were realised by the sale of surplus and condemned stores and cinders during 1899:

	New.	Old.	Total.
	R	R	R
Surplus and condemned stores	32,972	12,252	45,224
Cinders	...	245	245

as compared with R8,678 for surplus and condemned stores and R210 for cinders in 1898.

South Indian railway (metre gauge).

16. The cost of working the stores department during the year ended the 31st December 1899 was R50,613 as compared with R48,883 in 1898. The former amount includes R9,441 on account of the cost of landing and despatching imported stores at the port of Madras as compared with R6,861 on this account in 1898.

There was no alteration in the control of stores and stores depôts.

The purchases of stores in India during 1899 aggregated R14,20,809, of which R83,033 were on account of English and R13,37,777 for country stores. The purchases in 1898 aggregated R14,39,802.

The following amounts were realised by the sale of surplus and condemned stores and cinders during 1899:

	New.	Old.	Total
	R	R	R
Surplus and condemned stores	49,878	3,369	53,247
Coke and cinders	7,129	2,950	10,079

as compared with R15,514 for surplus and condemned stores and R10,833 for coke and cinders realised in 1898.

Assam-Bengal railway (metre gauge).

17. The cost of working the stores department during the year ended 31st December 1899 was R97,689 as compared with R1,08,368 in 1898. These amounts include home charges and agency charges at Calcutta.

There was no alteration in the control of stores and stores depôts during the year

The purchases of stores in India during 1899 aggregated R9,98,173, of which R2,38,908 were for English and R7,59,265 for country stores. The purchases during 1898 aggregated R9,45,725.

The sales of condemned and surplus stores during 1899 were trifling.

Burma railways (metre gauge).

18. The cost of working the stores department during the year ended the 31st December 1899 was R52,068 as compared with R49,292 in 1898 (R39,247 was erroneously given for latter in report of previous year owing to expenditure from January to March 1898 being omitted by an oversight.)

Of the first amount, R18,860 represent the cost on capital account, being made up of a proportion of storekeeper's salary under regular establishment.

There was no alteration in the control of stores and stores depôts.

The purchases of stores in India during 1899 aggregated R14,15,063, of which R1,33,307 were on account of English and R12,81,676, for country stores. The purchases in 1898 aggregated R10,75,641.

The following amounts were realised by the sale of surplus and condemned stores and cinders :

	New.	Old.	Total.
	R	*R*	*R*
Surplus and condemned stores	452	3,556	4,008
Cinders	...	251	251

as compared with R10,044 for surplus and condemned stores and R77 for cinders realised in 1898.

Bengal Dooars railway (metre gauge).

19. The cost of working the stores department during the year ended the 31st December 1899 was R404 as compared with R1,740 in 1898.

There was no alteration in the control of stores and stores depôts.

The purchases of stores in India during 1899 aggregated R76,789 against R71,956 in 1898.

No surplus and condemned stores were sold during 1899.

Dibru-Sadiya railway (metre gauge).

20. The cost of working the stores department during the year ended the 31st December 1899 was R5,641 as compared with R5,650 in the previous year. There were no alterations in the control of stores.

The purchases of stores in India during the 1899 aggregated R71,345, of which R19,598 were on account of English and R51,747 for country stores. The purchases in 1898 aggregated R76,110.

Hyderabad-Gódávari Valley railway.

21. The cost of working the stores department during the year ended the 31st December 1899 was R22,982 as compared with R10,692 in 1898.

Bhávnagar-Gondal-Junágad-Porbandar railway, including Jetalsar-Rájkot, Jámnagar and Dhrángadrá railways (metre gauge).

22. The cost of working the stores department during the year ended the 31st December 1899 was R11,988 as compared with R11,366 in 1898.

The purchases of stores during 1899 aggregated R7,56,890, of which R87,665 were on account of English and R6,69,225 for country stores. The purchases in 1898 aggregated R10,27,394.

The State railway procedure of obtaining stores from England having been abandoned by this railway, English stores are obtained through a private agency.

There are practically no surplus stores kept on this railway, and there were no sales of such stores in 1899.

Stores balances.

23. The statement on the following pages contains an abstract of the stores transactions of the several standard and metre gauge railways for the calendar year 1899.

At the close of the year the capital locked up in stores of the standard and metre guage railways amounted to R6,25,35,884, showing a net decrease of R17,20,516 during the year. There was also a sum of R89,84,352 under adjustment on the 31st December 1899, making a total of R7,15,20,236 at the debit of stores on that date.

Under the orders of the Government of India, the stores balances during the year 1899 of the principal railways in India were thoroughly reviewed with the object of investigating all unnecessary accumulations, and disposing of stock, not required, to the best advantage, and of thus reducing the balances to the lowest limits compatible with efficient working. In all instances where the balances have been found to be large and unexplained, further investigations are being made.

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1899.	Receipts during the year.	Issues during the year.	Balance in A Bridgework.	B Engineers' plant.	C Workshop machinery.
		R	R	R	R	R	R
	STANDARD GAUGE.						
	State lines worked by companies.						
I	East Indian	90,62,364	2,64,76,837	2,66,14,421	...	...	...
II	Bengal-Central . . .	2,75,805	4,86,607	4,06,138	2,929	9,561	889
III	Bengal-Nágpur . . .	16,76,645	12,15,538	14,00,568	33,183	15,950	6,110
IV	Indian Midland . . .	10,09,170	26,13,821	23,27,627	454	3,197	10,965
V	Bhopal-Itársi (British section) .	There are no separate stores transactions for this section.					
VI	Godhra-Rutlam-Nágdá . .	There are no separate stores transactions for this line.*					
VII	Wardha Coal	There are no stores on this line.					
VIII	Dhond-Manmád . . .	7,748	...	5,683	...	...	...
IX	Bezwada extension (East Coast State)	There are no stores on this line.					
	(Under construction.)						
X	Agra-Delhi Chord . . .	Commencement of work not authorized.					
	Bengal-Nágpur extensions .	38,90,095	94,71,747	87,05,747	10,12,812	74,563	28,268
	TOTAL .	1,59,21,827	4,02,64,550	3,94,60,184	...	...	...
	State lines worked by the State.						
XI	North Western . . .	92,94,157	1,52,82,930	1,56,68,874	3,31,039	1,42,556	17,112
XII	Hyderabad-Shadipalli . .	There are no separate stores transactions for this line.					
XIII	Oudh and Rohilkhand . .	†16,11,278	46,24,456	44,14,951	5,735	25,139	3,411
XIV	Eastern Bengal . . .	27,32,379	65,73,700	64,87,154	56,365	17,525	15,057
XV	Calcutta Port Commissioners' .	Statement of stores transactions not received.					
XVI	East Coast	‡17,02,544	15,46,350	16,84,008	28,152	85,853	2,727
	(Under construction.)						
	Mári-Attock	4,63,401	4,03,906	7,91,993	—2,314	19,355	611
	Lyallpur-Khanewal . .	6,28,287	7,01,822	11,96,300	73,463	6,520	1,780
	Indus Bridge at Kotri . .	6,22,649	5,44,928	10,73,822	6,476	34,123	257
	Gódávari bridge . . .	1,38,038	12,31,352	13,38,072	31,318	...	...
	Gháziabad-Moradabad . .	7,039	24,43,699	22,86,258	28,556	6,310	205
	TOTAL .	1,71,99,772	3,33,53,143	3,49,41,432	...	...	...
	Carried over .	3,31,21,599	7,36,17,693	7,44,01,616	...	...	...

No. 1.

and metre gauge railways during 1899.

HAND ON THE 31ST DECEMBER 1899.				Total balance on the 31st December 1899.	Amount under adjustment on the 31st December 1899.	Grand total at debit of stores.	Classification No.	Remarks.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
R	R	R	R	R	R	R		
...	...	...	...	89,24,780	25,18,619	1,14,43,399	I	
86,452	1,41,864	41,976	72,603	3,56,274	—2,383	3,53,891	II	
4,06,109	5,57,350	92,507	3,80,406	14,91,615	2,05,289	16,96,904	III	
5,58,168	3,55,066	79,644	2,87,870	12,95,364	2,58,439	15,53,803	IV	
							V	
							VI	*The transactions for this line are included in the figures for the Rajputana-Malwa railway.
							VII	
...	...	2,065	...	2,065	...	2,065	VIII	
							IX	
							X	
16,14,628	11,38,923	3,69,832	4,17,069	46,56,095	15,46,915	62,03,010		
...	...	...	...	1,67,26,193	45,26,879	2,12,53,072		
36,38,655	12,41,830	1,66,050	33,70,971	89,08,213	—7,47,561	81,60,652	XI	
							XII	
6,33,802	3,68,021	36,079	7,48,596	18,20,783	—7,746	18,13,037	XIII	† Includes R1,28,576 the closing balance of the Rae Bareili-Benares railway at the end of 1898.
14,06,222	6,08,739	67,259	6,47,758	28,18,925	—19,714	27,99,211	XIV	
							XV	
3,75,616	2,55,529	25,714	4,07,164	‡15,64,886	§3,65,109	19,29,995	XVI	‡ These figures include R3,84,130, the closing balance of the Bezwada-Madras railway at the end of 1898. § This figure includes R3,54,141, which was the amount under adjustment on the Bezwada-Madras railway and not adjusted by the East Coast railway up to the end of 1899.
26,119	320	17,859	13,364	75,314	96,606	1,71,920		
27,833	88	5,857	18,268	1,33,809	4,886	1,38,695		
5,269	437	11,075	36,118	93,755	39,606	1,33,361		
...	...	...	...	31,318	...	31,318		
60,532	109	37,344	31,424	1,64,480	79,324	2,43,804		
...	...	...	...	1,56,11,483	—1,89,490	1,54,21,993		
...	...	...	...	3,23,37,676	43,37,389	3,66,75,065		

STATEMENT

Stores transactions on the standard

Classification No.	RAILWAYS.	Total balance on the 1st January 1899.	Receipts during the year.	Issues during the year.	BALANCE IN A Bridgework.	B Engineers' plant.	C Workshop machinery.
		R	R	R	R	R	R
	Brought forward	3,31,21,599	7,36,17,693	7,44,01,616	...	...	...
	STANDARD GAUGE—*concld.*						
	Lines worked by guaranteed companies.						
XVII	Great Indian Peninsula	50,80,843	1,05,53,222	1,13,23,915	...	...	...
XVIII	Bombay, Baroda and Central India	35,22,817	1,07,72,769	99,92,172	3,12,455	16,309	22,149
XIX	Madras	23,54,707	32,61,979	35,11,421	50,483	...	15,692
	TOTAL	1,09,58,427	2,45,87,970	2,48,27,508	...	...	...
	Assisted companies.						
XX	Delhi-Umballa-Kalka	There were no stores transactions on this line during 1899.					
XXI	Tarkessur	There are no stores on this railway.					
XXII	South Behar (Luckeeserai-Gya)	There are no separate stores accounts for this line.					
XXIII	Southern Punjab (Delhi-Samásata)	98,655	...	98,655	...	...	...
XXIV	Hardwar-Dehra	There are no separate stores accounts for this line.					
XXV	Tápti Valley	20,18,972	17,79,396	32,81,977	14,661	...	...
	TOTAL	21,17,627	17,79,396	33,80,632	...	...	...
	Lines owned by native states and worked by companies.						
XXVI	Khámgaon	There are no stores on this line.					
XXVII	Amráoti	6,387	...	81	...	...	...
XXVIII	Bína-Goona Baran	1,53,688	85,923	1,72,280	52	363	79
XXIX	Bhopal-Ujjain	Included in the stores transactions of the Indian Midland railway.					
XXX	Bhopal-Itársi (Native State section)	There is no separate stores account for this line.					
XXXI	The Nizam's Guaranteed State	4,74,504	19,87,742	20,49,542	1,753	12,826	2,908
XXXII	Nágdá-Ujjain	There are no separate stores transactions for this line.					
XXXIII	The Gaekwar's Petlád	Exempted from submitting the statement of stores transactions.					
XXXIV	Kolar Gold-fields						
	(Under construction)						
XXXV	Petlad-Cambay	No separate stores transactions for this line.				...	...
	TOTAL	6,34,579	20,73,665	22,21,903	...	...	...
	Lines owned by native states and worked by State railway agency.						
XXXVI	Rájpura-Bhátinda	There are no stores on this line.			...	...	...
XXXVII	Jammu and Kashmir (Native State section)	There are no stores on this section.					
	(*Under construction.*)						
XXXVIII	Ludhiána-Dhuri Jakhal	...	76,141	25,158	269	3,297	105
	TOTAL	...	76,141	25,158	...	...	...
	TOTAL STANDARD GAUGE carried over	4,68,32,232	10,21,34,865	10,48,56,817	...	...	...

No. 1—*contd.*

and metre gauge railways during 1899.

HAND ON THE 31ST DECEMBER 1899.				TOTAL BALANCE ON THE 31ST DECEMBER 1899.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1899.	GRAND TOTAL AT DEBIT OF STORES.	Classification No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
R	R	R	R	R	R	R		
...	...	...	...	3,23,37,676	43,37,389	3,66,75,065		
...	...	...	...	43,10,150	1,95,456	45,05,606	XVII	
4,30,723	20,16,953	28,831	14,75,994	43,03,414	7,36,759	50,40,172	XVIII	
6,44,815	82,703	24,590	12,87,042	21,05,325	1,81,472	22,86,797	XIX	
...	...	...	...	1,07,18,889	11,13,687	1,18,32,576		
							XX	
							XXI	
							XXII	
...	...	...	...	*Nil*	*Nil*	*Nil*	XXIII	
							XXIV	
4,03,466	...	50,614	47,650	5,16,391	2,02,429	7,18,820	XXV	
...	...	...	...	5,16,391	2,02,429	7,18,820		
...	...	...	...	...	...	...	XXVI	
6,306	...	...	...	6,306	...	6,306	XXVII	
55,251	...	6,176	5,410	67,331	...	67,331	XXVIII	
							XXIX	
							XXX	
48,805	1,35,145	21,102	1,90,165	4,12,704	...	4,12,704	XXXI	
							XXXII	
							{ XXXIII	
							{ XXXIV	
							XXXV	
...	...	...	...	4,86,341	...	4,86,341		
							XXXVI	
							XXXVII	
40,507	...	...	6,805	50,983	10,367	61,350	XXXVIII	
...	...	...	...	50,983	10,367	61,350		
...	...	...	...	4,41,10,280	56,63,872	4,97,74,152		

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1899.	Receipts during the year.	Issues during the year.	Balance in A Bridgework.	B Engineers' plant.	C Workshop machinery.
	Brought forward (standard gauge) . . .	R 4,68,32,232	R 10,21,34,865	R 10,48,56,817	R ...	R ...	R ...
	METRE GAUGE. **State lines worked by companies.**						
XXXIX	Bengal and North-Western— Tirhoot section . . . Company's section . . .	6,17,524	25,11,311	23,07,890	12,276	4,111	2,441
XL	Lucknow-Bareilly section (Rohilkund and Kumaon)* . .	2,89,983	2,68,808	3,60,855	416	3,561	3,491
XLI	Rajputana-Malwa† . . .	26,66,568	1,05,00,805	1,02,90,209	22,422	9,842	21,571
XLII	Pálanpur-Deesa . . .	Included in the stores transactions of the Rajputana-Malwa railway.					
XLIII	Southern Mahratta‡ . .	19,91,763	14,19,347	17,07,297	2,592	20,113	11,801
XLIV	Guntakal-Mysore Frontier .	There are no separate stores transactions for this line.					
XLV	Mysore section (Southern Mahratta)	Included in the stores transactions of the Southern Mahratta railway.					
XLVI	South Indian	22,43,301	24,83,418	25,48,523	30,960	42,022	9,063
XLVII	Máyavaram-Mutupet . .	There are no stores on this line.					
XLVIII	Assam-Bengal . . .	39,59,261	36,64,524	30,84,391	11,22,419	3,08,412	47,827
XLIX	Burma§	34,08,553	49,50,871	47,46,933	6,71,216	1,22,269	17,756
	(Under construction.) Pamban Branch of the South Indian Railway . . .	...	13,433	2,735	...	106	...
	Travancore Branch do. .	...	3,237	29	...	1,600	...
	TOTAL .	1,51,76,953	2,58,15,754	2,50,48,862	...	...	...
	State lines worked by the State.						
L	Eastern Bengal— Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch) . . . . Dacca section . . .	Included in the stores transactions of the standard gauge section.					
LI	Cawnpore-Burhwal (metre gauge link)	Included in the stores transactions of the Oudh and Rohilkhand railway.					
LII	*(Under construction.)* Shadipalli-Balotra (British section)	25,271	8,04,668	3,07,791	2,825	3,562	...
	TOTAL .	25,271	8,04,668	3,07,791	...	...	...
	Assisted companies.						
LIII	Deoghur	2,273	5,043	5,971	...	...	...
LIV	Brahmaputra-Sultanpur . .	There were no stores transactions on this line during 1899.					
LV	Mymensingh-Jamalpur-Jagannathganj	...	2,17,428	1,82,040	4,473	...	...
LVI	Rohilkhund and Kumaon (Company's section) . . .	There are no separate stores transactions for these lines.					
LVII	Segowlie-Raxaul . . .	There are no separate stores transactions for these lines.					
LVIII	Bengal-Dooars . . .	76,789	25,763	1,02,552	...	...	...
LIX	Dibru-Sadiya . . .	Exempted from submitting the statement of stores transactions.					
LX	Ledo and Tikak-Margherita Colliery	Exempted from submitting the statement of stores transactions.					
LXI	Amedabad-Parántíj . .	22,138	...	4,791	...	...	...
	TOTAL .	1,01,200	2,48,234	2,95,354	...	...	...
	Carried over (metre gauge) .	1,53,03,424	2,68,68,656	2,56,52,007	...	...	...
	Carried over (standard gauge) .	4,68,32,232	10,21,34,865	10,48,56,817	...	...	...

No. 1—*contd.*

and metre gauge railways during 1899.

HAND ON THE 31ST OF DECEMBER 1899.				Total balance on the 31st December 1899.	Amount under adjustment on the 31st December 1899.	Grand total at debit of stores.	Classification No.	Remarks.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
R	R	R	R	R	R	R		
...	...	...	...	4,41,10,280	56,63,872	4,97,74,152		
1,41,823	2,41,566	25,936	3,92,792	8,20,945	—2,865	8,18,080	XXXIX	*Includes the stores transactions of the Rohilkand and Kumaon section also.
50,046	58,032	7,716	74,674	1,97,936	...	1,97,936	XL	
6,69,677	5,24,632	1,49,647	14,79,374	28,77,164	4,01,779	32,78,943	XLI	†Includes the stores transactions of the Godhra-Rutlam Nagdá and Nágda-Ujjain railways.
							XLII	
4,41,341	5,11,073	45,924	6,70,969	17,03,813	51,813	17,55,626	XLIII	‡In addition to this the balance of stores on the Bangalore-Hindupore section amounted to R2,923 on 31st December 1899.
							XLIV	
							XLV	
5,21,720	3,98,419	96,233	10,79,779	21,78,196	1,80,089	23,58,285	XLVI	
							XLVII	
15,29,882	4,94,955	2,41,920	7,90,979	45,39,394	14,082	45,53,476	XLVIII	
8,89,840	4,86,790	3,25,565	10,99,055	36,12,491	—11,502	36,00,989	XLIX	§ Includes the stores transactions of the Mandalay-Kunlon line.
613	...	84	9,895	10,698	534	11,232		
8	...	...	1,600	3,208	29	3,237		
				1,59,43,845	6,33,959	1,65,77,804		
							L	
							LI	
4,94,128	13	18,485	3,135	5,22,148	1,82,517	7,04,665	LII	
				5,22,148	1,82,517	7,04,665		
176	188	...	981	1,345	...	1,345	LIII	
							LIV	
26,041	...	4,874	...	35,388	...	35,388	LV	
							LVI	
							LVII	
...	...	...	...	*Nil*	*Nil*	‖*Nil*	LVIII	‖The stores balances on the Bengal Dooars railway extension at the end of 1899 amounted to R50,848.
							LIX	
							LX	
17,347	...	...	...	17,347	62	17,409	LXI	
				54,080	62	54,142		
				1,65,20,073	8,16,538	1,73,36,611		
				4,41,10,280	56,63,872	4,97,74,152		

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1899.	Receipts during the year.	Issues during the year.	Balance in — A Bridgework.	B Engineers' plant.	C Workshop machinery.
		R	R	R	R	R	R
	Brought forward (standard gauge)	4,68,32,232	10,21,34,865	10,48,56,817	...	...	...
	Brought forward (metre gauge)	1,53,03,424	2,68,68,656	2,56,52,007	...	...	...
	METRE GAUGE—*concld.*						
	Assisted companies—*concld.*						
	(*Under construction.*)						
LXII	Nilgiri	Exempted from submitting the statement of stores transactions.					
	Lines owned by native states and worked by companies.						
LXIII	The Gaekwar's Mehsána	Exempted from submitting the statement of stores transactions.					
LXIV	Hyderabad-Gódávari Valley	15,75,730	52,80,859	54,75,878	1,32,833	3,732	18,415
LXV	Kolhápur	Exempted from submitting the statement of stores transactions.					
LXVI	Yesvantpur-Mysore frontier	Included in the stores transactions of the Southern Mahratta railway.					
LXVII	Mysore-Nanjangúd	Included in the stores transactions of the Southern Mahratta railway.					
LXVIII	Birur-Shimoga	1,46,149	78,431	1,58,439	...	4,239	180
	(*Under construction.*)						
LXIX	Vijapur Kálol	There are no separate stores transactions for these lines.					
LXX	Shoranur Cochin	There are no separate stores transactions for these lines.					
LXXI	Tinnevelley-Quilon (Native State section).	There are no separate stores transactions for these lines.					
	TOTAL	17,21,879	53,59,290	56,34,317	...	...	...
	Lines owned and worked by native states.						
LXXII	Jodhpur-Bikaner— Jodhpur section; Bikaner section	1,25,191	20,46,419	20,79,004	116	...	...
LXXIII	Udaipur-Chitor	14,449	1,02,221	1,01,950	...	375	786
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	2,58,473	7,56,891	6,72,450	93,82	14,924	1,971
LXXV	Jetalsar-Rájkot	Included in the stores transactions of the Bhávnagar-Gondal-Junágad-Por-					
LXXVI	Jámnagar	Included in the stores transactions of the Bhávnagar-Gondal-Junágad-Por-					
LXXVII	Dhrángadrá	Included in the stores transactions of the Bhávnagar-Gondal-Junágad-Por-					
	(*Under construction.*)						
LXXVIII	Jaipur	752	20,408	12,721	5,342	397	...
	TOTAL	3,98,865	29,25,939	28,66,125	...	...	...
	TOTAL METRE GAUGE	1,74,24,168	3,51,53,885	3,41,52,449	...	...	...
	GRAND TOTAL	6,42,56,400	13,72,88,750	13,90,09,266	...	...	...

No. 1—concld.

and metre gauge railways during 1899.

HAND ON THE 31ST OF DECEMBER 1899.				Total balance on the 31st December 1899.	Amount under adjustment on the 31st December 1899.	Grand total at debit of stores.	Classification No.	Remarks.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
R	R	R	R	R	R	R		
...	...	...	...	4,41,10,280	56,63,872	4,97,74,152		
...	...	...	...	1,65,20,073	8,16,538	1,73,36,611		
							LXII	
							LXIII	
26,506	2,080	8,469	24,667	66,141	...	66,141	LXIV	
							LXV	
							LXVI	
							LXVII	
4,43,443	5,36,260	196,571	49,457	13,80,711	...	13,80,711	LXVIII	
							LXIX	
							LXX	
							LXXI	
...	...	...	...	14,46,852	...	14,46,852		
25,250	10,211	272	56,797	92,606	25,03,942	25,96,548	LXXII	Includes the stores transactions of the North Bikaner, Bikaner-Bhátinda railway.
12.000	...	...	1,559	14,720	...	14,720	LXXIII	
75,471	69,758	7,683	1,63,725	3,42,914	...	3,42,914	LXXIV	
							LXXV	
bandar railway.							LXXVI	
							LXXVII	
...	...	...	2,700	8,439	...	8,439	LXXVIII	
...	...	...	...	4,58,679	25,03,942	29,62,621		
...	...	...	...	1,84,25,604	33,20,480	2,17,46,084		
...	...	...	...	6,25,35,884	89,84,352	7,15,20,236		

Miscellaneous.

East Indian railway (standard gauge).

24. The following statement shows the total quantity of the oils manufactured in the company's oil mills at Manauri during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity manufactured.	Total quantity of manufactured oil consumed.	Average cost per cwt. during 1898.	Total quantity manufactured.	Total quantity of manufac* tured oil consumed.	Average cost per cwt. during 1899.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	29,006¾	30,792⅙	16 1 4·32	32,227⅛	32,387¼	13 13 0·98
Linseed „ boiled	649¾	639⅓	20 2 9·44	821¼	787	18 11 3·25
„ „ raw	1,602¾	1,573⅛	17 15 2·21	2,061¼	2,082½	16 14 6·65

The following statement shows the consumption of oils purchased during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1898	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1899.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Kerosine oil	13,321	13,500	5 3 3·868	16,051	13,928¾	6 6 8
Mineral „	7,348	7,605	8 2 0	8,601	8,407¼	8 6 0

Bengal Central railway (standard gauge).

25. There was no oil mill of its own maintained by the railway.

The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1898.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1899.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	691	646	17 11 3	453	543	15 11 9
Mineral oil	437*	425	7 10 2	...	...	......
Axle oil	...	...	......	420	424	8 8 0
Cylinder oil	...	...	......	58	85	23 5 6
Kerosine oil	667	721	6 2 2	522	577	6 2 4

Bengal-Nágpur railway (standard gauge).

26. The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1898.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1899.
	Cwt. qr. lbs.	Cwt. qr. lbs.	R a. p.	Cwt. qr. lb.	Cwt. qr. lb.	R a. p.
Castor oil . { ordinary refined }	3,785 0 14	3,741 2 0	15 12 0	4,571 2 4	5,651 1 24	14 10 7
Linseed oil { raw	59 1 6	89 3 8	16 12 0	214 1 19	121 1 22	21 15 5
Linseed oil { boiled	129 1 1	140 0 21	19 3 9	152 1 15	137 3 4	20 5 10
Mineral oil	1,976 0 8	1,955 0 20	8 7 0	2,391 3 15	2,585 0 22	9 13 1
Kerosine oil	1,632 3 21	1,561 3 16	9 15 2	7,094 Tins Cwt. qr. lb. 2,058 3 3	6,793 Tins Cwt. qr. lb. 1,971 0 21	21 1 8 pr. tin 9 6 7 pr. ct.

* Includes 63 cwt. of cylinder oil at R24 per cwt.

Indian Midland railway (standard gauge).

27. The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898. Total quantity purchased.	1898. Total quantity of purchased oil consumed.	1898. Rate per cwt. during 1898.	1899. Total quantity purchased.	1899. Total quantity of purchased oil consumed.	1899. Rate per cwt. during 1899.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	5,650	4,765	16 12 0	5,032	5,032	15 2 6
	Gallons.					
Linseed oil	3,699	4,246	1 11 10	6,027	6,027	1 13 3
Kerosine oil	16,953	20,711	0 10 6	5,869	5,869	0 9 5

North Western State railway (standard gauge).

28. The following statement shows the total quantity of oils manufactured in the North Western State railway oil mills at Lahore during 1899, as compared with the previous year:

Description.	1898. Total quantity manufactured.	1898. Total quantity of manufactured oil consumed.	1898. Average cost per cwt. during 1898.	1899. Total quantity manufactured.	1899. Total quantity of manufactured oil consumed.	1899. Average cost per cwt. during 1899.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	20,821	21,960	15 15 4	20,903	20,570	14 13 4
Linseed oil, raw and boiled	1,587	1,440	17 8 2	1,520	1,395	18 6 9
Mixed oil (castor and kerosine)	3,286	3,401	14 7 2	2,608	3,237	13 12 3

The decrease in the rate of castor oil manufactured in 1899, was due to larger credit on account of castor cake sold to the public at a higher rate than that in the previous year.

The increase in the rate of oil linseed, raw, etc., was due to the higher rate for seed paid to the contractor which was £5-12-0 per cent. in 1898 and £6-10-0 in 1899.

The decrease in the rate of oil mixed was due to a lower rate for castor oil issued for mixing oil.

The following statement shows the consumption of oils purchased during 1899, as compared with the previous year:

Description.	1898. Total quantity purchased.	1898. Total quantity of purchased oil consumed.	1898. Rate per cwt. during 1898.	1899. Total quantity purchased.	1899. Total quantity of purchased oil consumed.	1899. Rate per cwt. during 1899.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Oil, petroleum lubricating, Canadian	8,646	5,736	8 12 3	9,947	(b)9,223	8 12 0
Oil, other kinds	...	(a)44	...	...	(a)230	...
Oil, kerosine	8,094	14,645	6 8 6	16,762	(c)13,795	6 3 9

Oudh and Rohilkhand State railway (standard gauge).

29. Canadian oil continues to be used for lubricating purposes, and R36,129 worth was consumed during the year against R31,027 worth in the previous year.

Eastern Bengal State Railway system (standard, metre and narrow gauges).

30. There is no oil mill on this line.

(a) 44 and 230 cwts. consumption of other kinds of oil during 1898 and 1899 was met from the balance purchases of previous years.
(b) 9,223 cwts. consumption of 1899 includes 5,254 cwts. consumed from the balance purchases of previous years.
(c) 13,795 cwts. consumption of 1899 includes 2,682 cwts. consumed from the balance purchases of previous years.

The following statement shows the consumption of oils purchased during 1899, as compared with the previous year:

Description.	1898.					1899.				
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1898.			Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1899.		
	Cwt.	Cwt.	R	a.	p.	Cwt.	Cwt.	R	a.	p.
Castor oil	5,358	4,996	17	3	2	4,888	4,992	15	9	4
Linseed oil	822	815	18	10	0	873	770	15	1	4
Mineral oil	7,774	7,192	8	3	8	6,835	7,445	7	13	6
Kerosine oil	4,421	4,138	7	7	1	5,754	5,274	6	13	3

East Coast State railway (standard gauge).

31. The following statement shows the consumption of the oils purchased during the year 1899, as compared with the previous year:

Description.	1898.					1899.				
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.			Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.		
	Cwt.	Cwt.	R	a.	p.	Cwt.	Cwt.	R	a.	p.
Kerosine oil	1,108	1,033	12	3	0	1,513	1,439	11	12	0
Linseed oil	141	110	18	8	6	117	166	15	10	4
Castor oil	2,243	1,664	16	12	0	2,232	2,438	17	8	10
Vacuum axle oil, class A	2,219	1,605	9	10	0	823	1,360	9	4	0
Cylinder oil	82	44	21	0	0	37	70	23	15	8
Oil crank case	20	20	9	4	10	...	...		...	
Cocoanut oil	59	103	21	7	0	172	166	21	8	0
Turpentine	43	115	28	15	0	68	71	30	0	0
Oil, Engine cleaning	...	...		...		3	...	11	8	0
Oil, Vacuum S. quality	...	...		...		701	514	11	8	0

Bombay, Baroda and Central India railway (standard gauge).

32. The following statement shows the total quantity of oils manufactured in the company's oil mills at Sabarmati during 1899, as compared with the previous year:

Description.	1898.					1899.				
	Total quantity manufactured.	Total quantity of manufactured oil consumed. (a)	Average cost per cwt. during 1898.			Total quantity manufactured.	Total quantity of manufactured oil consumed. (a)	Average cost per cwt. during 1899.		
	Cwt.	Cwt.	R	a.	p.	Cwt.	Cwt.	R	a.	p.
Castor oil, lubricating	20,311	20,182	16	7	9	20,945	(b)22,185	14	3	4
Castor oil, burning	5,866	5,259	16	7	1	4,600	(b)4,803	15	2	1
Linseed oil	1,994	1,787	16	0	2	2,104	(b)2,603	16	10	7
Rape oil	...	(b)409		...		...	...		...	
Mixed lubricating oil	5,958	(b)6,232	11	2	6	6,465	6,333	10	5	0
Vegetable mixed oil	1,824	1,824	15	14	1	...	...		...	
Lubricating oil *	...	...		...		1,688	1,596	14	8	6

(a) Includes sales to foreign lines and private individuals.

(b) Includes portion of balance of previous years.

The decrease in the rate of castor oil, both pure and burning, was due chiefly to a lower price paid for seed in 1899, *viz.*, R5-2-8 per cwt. against R5-14-10 in 1898, and also to a better value obtained for oil-cake, *viz.*, R34-5-0 per ton against R25-14-8 in 1898.

Linseed oil was not manufactured in the mills in 1899, but was purchased locally by contract. It was boiled at the mills as required.

The decrease in the rate of mixed lubricating oil was due to a reduction in the rate of castor oil which was used in preparing it.

Lubricating oil is a mixture of castor and rape oil. It is used in place of pure castor oil for lubricating engines.

The following statement shows the consumption of the principal oils purchased during 1899, as compared with the previous year:

Description.	1898. Total quantity purchased.	1898. Total quantity of purchased oil consumed.	1898. Average rate during 1898 per cwt.	1899. Total quantity purchased.	1899. Total quantity of purchased oil consumed.	1899. Average rate during 1899 per cwt.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Cocoanut oil, coloured	1,414	(a)1,534	17 14 9	1,635	1,635	17 7 2
Kerosine oil	4,073	3,801	6 8 5	2,575	(a)2,787	7 5 5

Madras railway (standard gauge).

33. The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898. Total quantity purchased.	1898. Total quantity of purchased oil consumed.	1898. Rate per cwt. during 1898.	1899. Total quantity purchased.	1899. Total quantity of purchased oil consumed.	1899. Rate per cwt. during 1899
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	3,747	3,723	16 7 5	3,484	3,654	15 0 7
Linseed oil	328	267	17 5 6	184	363	23 6 6½
Kerosine oil	6,826	6,721	7 14 2	6,904	6,790	7 13 9

Bengal and North-Western railway, including the Ganges-Gogra Doab railways, Tirhoot State railway and Hajeepore-Katihár extension (metre gauge).

34. The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898. Total quantity purchased.	1898. Total quantity of purchased oil consumed.	1898. Rate per cwt.	1899. Total quantity purchased.	1899. Total quantity of purchased oil consumed.	1899. Rate per cwt.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	3,292	3,000	16 9 3	3,410	3,264	15 2 4
Linseed oil	698	663	15 3 3	1,013	887	15 15 6
Mineral oil	2,178	2,240	8 5 5	3,585	3,321	(b)12 12 7
Kerosine oil	1,701	2,311	7 14 9	3,532	2,799	7 8 3

(a) Includes stock of previous years.

(b) The increase was due to crank axle oil having been purchased in 1899 and vacuum axle oil in 1898.

Rajputana-Malwa railway (metre gauge).

35. The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Average rate during 1898.	Total quantity purchased.	Total quantity of purchased oil consumed.	Average rate during 1899.
			R a. p.			R a. p.
Castor oil	433 tons	429 tons	22 4 3 per cwt.	469 tons	(a)507 tons	14 10 0 per cwt.
Linseed oil (boiled)	2,990 gals.	(a)3,346 gallons	1 9 1 per gal.	4,740 gals.	4,665 gallons	1 7 0 per gal.
" (raw)	3,242 "	2,770 "	1 10 0 "	3,855 "	(a)3,988 "	1 7 0 "
Mixed oil	177 tons	171 tons	12 2 3 per cwt.	154 tons	(a)158 tons	10 9 0 per cwt.
Kerosine oil, Russian	66,632 gals.	66,556 gallons	0 8 1 per gal.	59,020 gals.	(a)66,329 gallons	0 7 9 per gal.
" American	...	...	...	1,172 "	654 "	0 8 1 "
Cocoanut oil	3 tons	2 tons	18 2 5 per cwt.	2 tons	(a)3 tons	18 2 0 per cwt.
Petroleum	*Nil*	(a)6 tons	7 13 5 "	...	...	...

Southern Mahratta railway (metre gauge).

36. The company have no oil manufactory. The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898.					1899.				
	Quantity purchased.	Quantity issued.	Rate per cwt.			Quantity purchased.	Quantity issued.	Rate per cwt.		
	Cwt.	Cwt.	R	a.	p.	Cwt.	Cwt.	R	a.	p.
Axle oil	1,584	1,888	8	11	0	623	613	8	11	0
Castor oil	629	577	19	4	6	648	715	18	2	0
Cocoanut oil	2,570	3,129	20	6	5	2,270	1,929	18	10	9
Engine cleaning oil	10	½	13	12	0	111	97	12	9	0
Kerosine oil	3,764	3,549	8	5	11	3,407	3,390	6	13	11
Lubricating oil, cylinder	313	309	10	13	0	...	40	10	13	0
Linseed oil	327	309	23	6	7	320	354	19	4	2
Gas oil	145	117	7	13	2	730	762	10	0	3
Mineral oil, crank case	524	187	12	8	0	1,792	1,937	12	8	0

South Indian railway (metre gauge).

37. The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898.					1899.				
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1898.			Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1899.		
	Cwt.	Cwt.	R	a.	p.	Cwt.	Cwt.	R	a.	p.
Castor oil	2,530	2,598	18	8	9	2,316	2,402	16	12	9
Cocoanut oil	4,701	4,671	17	13	5	4,118	4,137	16	14	4
Kerosine oil	2,230	2,185	6	10	2	2,117	2,083	6	14	11
Lubricating oil	1,809	1,604	9	10	6	1,398	1,468	8	5	8
Linseed oil	492½	375½	24	13	7	164	440	24	8	2
Case crank oil	...	...		...		225	37	12	5	9

(a) Includes stock of previous years.

Assam-Bengal railway (metre gauge.)

38. The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898.					1899.				
	Total quantity pur-chased.	Total quantity of purchased oil consumed.	Rate per cwt.			Total quantity pur-chased.	Total quantity of purchased oil consumed.	Rate per cwt.		
	Cwt.	Cwt.	R	a.	p.	Cwt.	Cwt.	R	a.	p.
Castor oil	770	719	19	8	0	752	760	20	2	0
Cocoanut oil	94	56	20	4	0	25	45	19	4	0
Kerosine oil	1,072	787	6	12	0	866	1,049	7	8	0
Rangoon oil	904	796	6	5	0	538	411	5	0	0
Linseed oil, raw	18	66	21	0	0	132	92	17	1	0
" " boiled	56	66	21	12	0	240	240	20	10	0
Mineral oil, other than Rangoon	509	931	16	1	0	1,186	1,158	11	0	0

Burma railways (metre gauge).

39. The following statement shows the issues of the oils purchased during 1899, as compared with the previous year:

Description.	1898.					1899.				
	Total quantity purchased.	Total quantity of purchased oil issued.	Rate per cwt.			Total quantity purchased.	Total quantity of purchased oil issued.	Rate per cwt.		
	Cwt.	Cwt.	R	a.	p.	Cwt.	Cwt.	R	a.	p.
Castor oil	1,900	1,710	21	0	0	700	1,003	19	1	2
Cocoanut oil	1,623	1,633	19	9	7	1,589	1,612	20	4	9
Linseed oil, raw and boiled	141	106	20	1	3	147	147	19	8	5
Kerosine oil	1,914	1,970	8	6	5	2,244	2,262	8	1	3
Petroleum oil, lamp	1,078	1,330	12	15	0	1,422	1,354	10	2	11
" " cylinder	407	492	19	2	6	50	50	19	2	6
" " crank case	...	...		...		1,162	1,163	11	12	7
" " axle heavy	4,110	4,412	7	0	0	4,641	4,690	7	0	0
" " engine cleaning	1,010	1,016	4	3	11	1,443	1,4 0	4	3	11
Earth oil, crude	1,245	1,307	1	13	6	496	497	1	14	3

Rohilkund and Kumaon railway, including the Lucknow-Bareilly railway (metre gauge).

40. Castor oil is used for lighting, and castor oil with an admixture of axle oil for lubricating the coaching and goods vehicles.

The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of oil consumed.	Rate per cwt.	Total quantity purchased.	Total quantity of oil consumed.	Rate per cwt.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	860	903	14 12 0	980	989	13 11 4
Linseed oil, boiled	71	72	20 10 0	74	59	17 12 9
Axle oil	100	142	8 12 0	223	184	10 4 0
Kerosine oil	231	246	7 14 0	250	284	7 5 2

Bengal Dooars railway (metre gauge).

41. There are no railway oil mills on this line.

The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	87·77	77·86	28 0 0	92·00	79·00	28 2 0
Linseed oil	7·23	6·35	33 7 1	9·00	8·50	33 8 0
Kerosine oil	36·27	32·56	9 4 2	40·00	35·00	9 8 0

Dibru-Sadiya railway (metre gauge).

42. The railway has no oil mills of its own. The oils were purchased from the Refinery Company, Margherita, Assam, and Calcutta.

The following statement shows the consumption of the oils purchased during the year 1899, as compared with the previous year:

Description.	1898.			1899.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	181	172	17 12 10	246	212	18 9 0
Linseed oil	20	14	22 9 9	15	11	24 5 0
Mineral oil	25	13	5 8 0	3	...	9 4 6
Kerosine oil	3	3	6 1 2	2	...	5 14 6

Jodhpur-Bikaner railway (metre gauge).

43. No oils are manufactured by the railway.

The following statement shows the consumption of the oils purchased during the year 1899, as compared with the previous year:

Description.	1898.					1899.				
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.			Total quantity purchased.	Total quantity of purchased oil consumed.	Total per cwt.		
	Cwt.	Cwt.	R	a.	p.	Cwt.	Cwt.	R	a.	p.
Castor oil	775	754	19	14	6	1,016	1,041	16	8	0
Linseed oil	10	11	30	7	0	21	23	22	7	0
Kerosine oil	104	110	9	3	3	163	136	9	7	6
Vacuum oil	161	156	16	9	0	226	226	12	2	0

Bhávnagar-Gondal-Junágad-Porbandar railway, including the Jetalsar-Rájkot, Jámnagar and Dhrángadrá railways (metre gauge).

44. The following statement shows the consumption of the oils purchased during 1899, as compared with the previous year:

Description.	1898.					1899.				
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.			Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.		
	Cwt.	Cwt.	R	a.	p.	Cwt.	Cwt.	R	a.	p.
Castor oil	384	380	17	14	0	353	367	13	15	0
Cocoanut oil	664	673	18	11	9	721	724	17	8	0
Kerosine oil	319	324	6	8	6	346	348	5	15	9
Linseed oil	70	73	23	5	4	64	63	22	15	0

Fuel consumption.

45. Particulars of the fuel consumption on railways will be found in chapter XI, Part I of the Administration Report.

CHAPTER II.

CAPITAL.

The following paragraphs detail the capital transactions of the standard and metre gauge railways during the year 1899:

East Indian railway (standard gauge).

2. The following is a brief statement of the capital transactions of the East Indian railway as recorded in the Finance and Revenue Accounts of the Empire; further details will be found in Chapter II of the Administration Report, Part II, for 1890-91.

The figures do not represent the actual money expended in constructing the line, but the capital expenditure incurred by the State in the purchase of the line and subsequent additions.

The Government took over the railway at a valuation of £37,200,000 made up thus:

	£
Sum actually raised, £26,200,000, and consolidated into the capital stock of the Company, taken over at a commuted value of £125 for every £100 of capital stock, the par value of which on the purchase became	32,750,000
Debentures and debenture stock taken over as State debt .	4,450,000
	37,200,000

At the end of 1899 commuted capital stock and debentures and debenture stock to the extent of £11,749,156, had been paid for by the State by the creation of a "Debt" of £12,032,765+Rx. 10,675, the amount of which was transferred in the Finance and Revenue Accounts in the year concerned to "Debt incurred for Productive Public Works," and has been so recorded against the capital account of the East Indian railway.

The balance of the commuted capital remains to be discharged by the payment of an annuity of £850,538, which is exclusive of the deferred annuity.

The annuity of £850,538, which is discharging commuted capital to the extent of £18,900,844, is exclusive of the deferred annuity on the commuted capital amounting to £6,550,000.

Since the purchase of the line, 1st January 1880, the capital transactions of the East Indian railway to the 31st December 1899 stand as follows:

	R	£		Rx.
Debt incurred in, or created for, the purchase of the line . . .	...	12,032,765	+	10,675
Capital outlay incurred since purchase of line—				
Overdrawn capital to the 31st December 1879	26,45,269			
Capital outlay on final heads .	8,76,33,981			
Capital stores suspense	1,16,54,974			
Carried over .	10,19,34,224	12,032,765		10,675

		R	£	Rx.
Brought forward .		10,19,34,224	12,032,765	10,675
Deduct—Value of stores, cash deposits, etc., received from the Company on purchase of the line . .	R 84,87,507			
" Sale proceeds of surplus stores, dismantled buildings and other receipts on capital account	6,30,652			
		91,18,159		
		9,28,16,065		9,281,606
TOTALS .		...	12,032,765 +	9,292,281

The expenditure during 1899 on final heads, including outlay on lines under construction, amounted to R1,93,38,242. The following are the principal works on which expenditure was incurred:

	R
Moghal Sarai-Gya railway extension	34,85,815
Bárán-Daltonganj extension	11,44,612
Lillooah—land for new carriage shops	82,230
Dinapore, Moghal Sarai, Ondal and Jhajha—additional siding accommodation	1,42,472
Dhanbaid—additions and alterations	1,06,506
Jubilee bridge—protection works	82,522
Burdwan—remodelling station (land and new loco. yard) . .	1,06,530
Burdwan—remodelling (exclusive of new local yard) . .	1,33,747
Hooghly junction new station	1,05,870
Jamalpur—additional machinery for erecting shop . . .	92,989
Moghal Sarai—junction station—new loco. yard . . .	1,03,622
Lillooah—transfer of carriage and wagon shops . . .	5,14,562
Luckeescrai—new station, east bank	91,905
20 new engines and tenders	5,24,584
13 C. class engines with tenders	6,34,123
102 new engines	0,53,325
120 new tenders	5,99,784
200 third class carriages	2,75,765
300 covered goods wagons	5.59,880
500 iron covered goods wagons	15,61,520
500 iron open-side wagons	8,33,611
50 iron open brake-vans	1,59,202
Purchase of 100 low-sided wagons from the Southern Punjab railway	1,67,764
50 brake-vans	2,24,292
500 iron covered goods wagons	10,03,350
500 iron open-side wagons	10,15,130

The following figures show the comparison of annuity and interest charges for 1899 with net earnings:

	R
Annuity	1,81,19,877
Interest—	
On debenture stock	19,32,964
On deferred annuity	40,26,639
On debentures paid off	14,18,674
On overdrawn capital	1,05,810
On capital, capital advance and stores accounts . . .	20,06,454
TOTAL .	2,76,10,418
Net earnings, *less* contribution to the Provident Fund . .	4,26,60,018
Excess of net earnings over charges for interest and annuity .	1,50,49,600

The total capital outlay on the East Indian railway to the 31st December 1899,

which has been adopted for statistical purposes in this report as representing the cost of constructing the line, has been arrived at as follows:

		R
Capital outlay by the East Indian Railway Company prior to the purchase of the line by the State		32,94,21,094
Outlay on final heads since purchase		8,76,33,981
Amount at debit of suspense		1,16,54,974
Balance of surplus stores on purchase of line		9,75,428
		42,96,85,477
Deduct—	R	
Outlay on the Grand Chord line survey	1,44,434	
Outlay on the Moghal Sarai-Gya extension	1,45,41,468	
Outlay on the Bárán-Daltonganj extension	12,16,402	
		1,59,02,304
Outlay on open line to the 31st December 1899		41,37,83,173

Bengal Central railway (standard gauge).

3. The total capital of the Company on the 31st December 1899 was as follows:

	£	£		R
Capital authorized	1,000,000			
		1,000,000		
Capital raised and advanced—				
Share capital	500,000			
Advances by the Secretary of State for India under Act 51 Vic., Chap. 5	500,000			
		1,000,000	=	1,25,58,816
Capital expenditure—				
On construction account				1,23,31,929
On stores in suspense				3,46,700
TOTAL				1,26,78,629

	R
Expenditure in excess of—	
Capital authorized	1,20,443
Capital raised and advanced	1,20,443

The expenditure during 1899 on final heads was R2,70,241, and was chiefly incurred on ballast and permanent-way, stations and buildings and rolling-stock.

The following figures show the comparison of interest charges for 1899 with net earnings:

		R
Interest on subscribed (paid up) capital at 3½ per cent. and on advance by the Secretary of State for India at 3½ per cent.		5,07,035
Net earnings, *less* ¼ share due to the Company:	R	
Net earnings	4,41,812	
Less—¼ share due to the Company	1,10,453	
		3,31,359
Deficit of net earnings below interest charges		1,75,676

Bengal-Nágpur railway (standard gauge).

4. The total capital account of the railway on the 31st December 1899 stood as under:

	£	£		R
Capital authorized—				
Open line—				
Share capital	3,000,000			
Debentures	1,625,000			
Advances by the Secretary of State for India under Act 51 Vic., Chapter 5	2,760,000			
Advance by the Secretary of State for India for capital outlay on the Katni-Umaria section	373,372	7,758,372	=	10,13,55,631
Carried over		7,758,372	=	10,13,55,631

	£	£	R
Brought forward		7,758,372 =	10,13,55,631
Extensions—			
Debentures	1,775,000		
Advances by Government in India	2,619,184	4,394,184 =	6,97,71,118
			17,11,26,749

	£	£	R
Capital raised and advanced—			
Open line—			
Share capital	3,000,000		
Debentures at 3 per cent.	1,500,000		
Debentures at 2½ per cent.	125,000		
Advances by the Secretary of State for India under Act 51 Vic., Chapter 5	2,760,000		
Advance by the Secretary of State for India for capital outlay on the Katni-Umaria section	373,372		
Capital not bearing interest	8,025		
		7,766,397 =	10,14,68,968
Extensions—			
Debentures at 3 per cent.	800,000		
Debentures at 2½ per cent.	975,000		
Capital not bearing interest	7,075		
Advances by Government in India	2,619,184	4,401,259 =	6,98,90,999
			17,13,59,967

	R
Capital expenditure, open line—	
On construction account	9,87,62,415
On stores in suspense	17,13,704
On advances in suspense	6,730
	10,04,82,849
Extensions from Sini to Calcutta *viâ* Khargpur and from Khargpur to Cuttack—	
On construction account	5,97,60,594
On stores in suspense	62,03,010
On advances in suspense	1,43,913
	6,61,07,517
	16,65,90,366
Balance available of—	
Capital authorized	45,36,383
Capital raised and advanced	47,69,601

The total capital outlay on final heads to the 31st December 1899 was distributed as follows:

	R
Main line from Nágpur to Ásansol, including the branch line from Katni to Bilaspur and London establishment and other charges	9,58,04,121
Sambalpur branch—Jharsuguda to Sambalpur	20,86,405
Jherriah Coal survey	1,946
Raipur-Dhamtari feeder line	8,69,943
	9,87,62,415
Bengal-Nágpur railway extensions—Sini to Calcutta *viâ* Khargpur and from Khargpur to Cuttack	5,97,60,594
TOTAL	15,85,23,009

The expenditure during 1899 on final heads was R2,01,17,176.

The following are the principal works on which expenditure was incurred:

	R
Main line—	
Re-spacing and adding additional sleepers to each rail throughout the line	71,046
Siding to Barákar iron works	61,348
Fitting vacuum automatic brakes to engines, carriages and brake-vans	1,22,996

	R
Extensions—	
Preliminary expenses	1,68,770
Land	23,91,890
Formation	15,15,387
Bridgework	73,10,966
Fencing	1,11,070
Ballast and permanent-way	25,89,174
Stations and buildings	14,43,835
Plant	78,991
Rolling-stock	31,71,662
Raipur-Dhamtari feeder line—	
Formation	37,879
Bridgework	48,302
Ballast and permanent-way	3,16,760
Stations and buildings	28,126
Rolling-stock	97,204

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest—	
Open line—	
On subscribed capital at 4 per cent.	18,02,793
On debentures at 3 per cent.	6,76,047
On debentures at 2½ per cent.	46,948
On capital under Act 51 Vic., Chapter 5 at 3¼ per cent.	13,47,588
On advances by the Secretary of State for India for capital outlay on Katni-Umaria section at 4 per cent.	1,94,153
Sini-Midnapore-Calcutta-Cuttack extensions—	
On debentures at 3 per cent.	2,78,082
On debentures at 2½ per cent.	3,66,192
On expenditure incurred in India to 31st December 1899 at 3½ per cent.	12,64,050
TOTAL	59,75,853
Net earnings, *less* contribution to the Provident Fund	47,21,814
Deficit of net earnings below interest charges	12,54,039

Indian Midland railway (standard gauge).

5. There was an increase in the capital of the Company during the year of £48,336, which represents the amount advanced by the Secretary of State to meet expenditure in India on the Saugor-Katni extension.

	£	R
Capital authorized—		
Share capital	3,000,000	
Debentures	2,904,100	
Debentures (Saugor-Katni extension)	250,000	
Advances by the Secretary of State for India under Act 51 Vic., Chapter 5	1,345,000	
	7,499,100 =	9,47,38,750
Advances by Government in India for Saugor-Katni extension	435,016 =	71,77,760
		10,19,16,510
Capital raised and advanced—		
Share capital	3,000,000	
Debentures at 3 per cent.	1,150,000	
" at 2¾ "	171,200	
" at 2½ "	1,582,900	
" at 2½ " (Saugor-Katni extension)	250,000	
Advances by Secretary of State at 3¼ per cent.	1,345,000	
Capital not bearing interest	5,812	
" " " (Saugor-Katni extension)	711	
Discount on 2½ per cent. debenture bonds	*—12,500*	
Advances by Government in India for Saugor-Katni extension	435,016	
	7,928,139	10,18,44,646

	R
Capital expenditure—	
On construction account	8,85,65,610
„ „ (Saugor-Katni extension)	1,12,68,677
On stores in suspense	15,53,803
On advances in suspense	2,45,987
	10,16,34,077
Balance available of—	
Capital authorized	2,82,433
Capital raised and advanced	2,10,569

The expenditure during 1899 on final heads was R16,67,200.

The following are the principal works on which expenditure was incurred:

	R
Renewal of 51 miles of rails on Scindia section	48,678
Rolling-stock	6,46,529
Saugor-Katni extension	9,27,873

The following figures show the comparison of interest charges for 1899 with net earnings:

	R	R
Interest—		
On subscribed capital at 4 per cent.	18,02,793	
On debentures at 3 per cent.	5,18,303	
On „ at 2¾. „	70,729	
On „ at 2½ „	6,88,404	
On advances by Secretary of State	8,95,182	
		39,75,411
Net earnings, *less* contribution to the Provident Fund		27,82,950
Deficit of net earnings below interest charges		11,92,461

Godhra-Rutlam-Nágdá railway (standard gauge).

6. The total capital outlay on final heads of account to the 31st December 1899 was R1,76,96,519. There was no debit under the head of suspense.

The expenditure of the year on final heads was R79,133, and was incurred on formation, ballast and permanent-way and stations and buildings.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	7,06,278
Net earnings, *less* contribution to the Provident Fund	5,26,638
Deficit of net earnings below interest charges	1,79,640

Wardha Coal railway (standard gauge).

7. The total capital outlay on final heads of account to the 31st December 1899 was R49,96,325. There was no sum at debit of suspense nor any expenditure incurred during 1899.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	1,99,852
Net earnings	82,500
Deficit of net earnings below interest charges	1,17,352

Dhond-Manmád railway (standard gauge).

8. The total capital outlay on final heads of account to the 31st December 1899 was R1,15,32,042. The amount held in suspense was R2,065.

The expenditure during 1899 on final heads was R1,16,714, and was chiefly incurred on stations and buildings.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	4,59,296
Net earnings	2,99,555
Deficit of net earnings below interest charges	1,59,741

Bezwada extension (East Coast State railway) (standard gauge).

9. The total capital outlay on final heads of account to the 31st December 1899 amounted to R15,02,651. There was no sum at debit of suspense.

The expenditure during 1899 on final heads was R1,309 and was chiefly incurred on bridgework.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	60,101
Net earnings, *less* contribution to the Provident Fund	1,84,365
Excess of net earnings over interest charges	1,24,264

North Western State railway (standard gauge).

10. In the capital account of the North Western State railway system is included that portion of the purchase money of the Sind, Punjab and Delhi railway which was raised by the issue of India stock amounting to £4,911,621; the balance of the cost of this line is being redeemed by means of an annuity.

The Sind, Punjab and Delhi undertaking was taken over from the Company on the 1st January 1886 at a valuation of £14,009,124-8-3. On date of purchase the share capital of the Company stood at £11,075,320; there were no debentures or debenture stock. At the market rate of the day the share capital represented £14,009,124-8-3, and was acquired by Government by means of an annuity of £4-1-7·6393 per cent. on this commuted value. Government were, however, empowered to convert these annuities into India stock, and since the date of purchase £200,467-10-5 of annuities have been redeemed by the issue of £4,911,621-6-1 India 3½ per cent. stock, which represents £4,911,216-6-4 of the commuted capital redeemed. The balance of the commuted capital stock, £9,097,908-1-11, remains dischargeable by an annual payment of £371,361-3-7, which is charged to the revenue account of the line at the average rate of exchange of the year of payment.

The capital cost to the State of the North Western State railway on the 31st December 1899 is made up as follows:

	£	R
Purchase money, Sind, Punjab and Delhi railway	14,009,124	
Overdrawn capital, Sind, Punjab and Delhi railway	...	28,70,470
Outlay on construction account from commencement of operations, and on the Sind, Punjab and Delhi section since purchase of line	...	37,13,18,977
Suspense accounts	...	93,14,734
		38,35,04,181
Deduct—		
Receipts on capital account and value of assets made over by the Sind, Punjab and Delhi Railway Company	...	48,36,651
TOTALS	14,009,124 +	37,86,67,530

The capital expenditure during 1899 on final heads of account amounted to R49,02,085, and was incurred chiefly on the following works:

	R
Kotri junction arrangements, Loco. yard	68,171
Ballasting the Kotri-Rohri railway	1,54,191
Ballasting the Wazirabad-Lyallpur railway	55,008
Additions and alterations to the Lahore yard	78,515
New Paint shop, Lahore	65,815
Rolling-stock for the Southern Punjab railway	4,72,909
12 oil tank wagons for the carriage of kerosine oil in bulk	69,068
Remodelling of the traffic yard at Kotri	1,28,489
Fencing the Rahoki-Rohri section	50,211
Works on the Mari-Attock railway	11,23,168
Works on the Lyallpur-Khanewal section	15,14,938

The following figures show the comparison of interest charges for 1899 with net earnings:

	Pishin section.	Sind-Sagar and Khusálgarh branches.	Main line and other branches.
	R	R	R
Interest on capital at 4 per cent. on the outlay to end of 1898, and at 2 per cent. on the outlay during 1899	43,22,891	18,62,013	1,72,64,175*
Net earnings, *less* contribution to the Provident Fund	*—9,00,433*	1,81,714	1,66,70,648
Deficit of net earnings below interest charges	*—52,23,324*	*—16,80,299*	*—15,93,527*

The total capital outlay on the North Western State railway to the 31st December 1899, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows:

	R
Outlay on final heads on the Sind, Punjab and Delhi railway up to the date of purchase of the line by the State	11,88,73,361
State outlay on the North Western State railway system	37,13,18,977
	49,01,92,338
Amount held in suspense	93,14,734
Total outlay on the 31st December 1899 adopted for statistical purposes	49,95,07,072

The approximate distribution of the outlay on final heads, *viz.*, R49,01,92,338 shown above, between the commercial and military sections, is as follows:

		R
Commercial section—		
Main line and branches		33,16,35,210
Military section—		
Sind-Sagar and Khusálgarh branches	5,04,72,166	
Pishin section	10,80,84,962	
		15,85,57,128

Hyderabad-Shadipalli railway (standard gauge).

11. The total outlay on final heads of account to the 31st December 1899 amounted to R18,39,743. There was no debit under the head of suspense.

The expenditure during 1899 on final heads was R1,947 and was chiefly incurred on ballast and permanent-way.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	73,556
Net earnings	88,463
Excess of net earnings over interest charges	14,907

Oudh and Rohilkhand State railway system (standard and metre gauges).

12. The Oudh and Rohilkhand Guaranteed Railway was purchased by the Government on the 1st January 1889, and taken over at a valuation of £10,336,049.

On the date of purchase the capital of the Oudh and Rohilkhand Guaranteed Railway Company consisted of—

	£
Share capital	4,000,000
Debentures and debenture stock	5,300,000
TOTAL	9,300,000

* Including R85,61,406 on account of annuity for the two half-years payable on account of purchase money of the late Sind, Punjab and Delhi railway.

The share capital was acquired by the issue of £5,036,049, 3 per cent. India stock, and the debentures and debenture stock were taken over as State debt.

Since the purchase of the line on the 1st January 1889 to the 31st December 1899, the capital transactions of the railway, including those of the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad lines, which are treated as parts of the Oudh and Rohilkhand State railway system, stand as under:

	£	R	R
Cost to the State on account of purchase of the Oudh and Rohilkhand guaranteed railway	10,336,049		
Capital outlay on final heads since purchase of the guaranteed railway, and on the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad lines since the commencement of operations			2,45,70,573
Suspense accounts			17,38,699
	10,336,049		2,63,09,272
Deduct—			
Undrawn capital at time of purchase of the Oudh and Rohilkhand guaranteed railway		8,41,459	
Value of stores taken over from the Oudh and Rohilkhand Guaranteed Railway Company		24,60,594	
Receipts on capital account		1,65,787	
			34,67,840
Total—Oudh and Rohilkhand State railway	10,336,049	+	2,28,41,432
Cawnpore-Burhwal (metre gauge link)	...		25,13,088
TOTAL	10,336,049	+	2,53,54,520

The capital expenditure during 1899 on final heads of account was R15,95,895. The following are the principal works on which expenditure was incurred:

	R
Additional waterway, Ramgunga valley	59,384
Ballasting main line from Lucknow to Sahâranpur	42,401
Lighting vehicles by gas on Pintsch's system	1,01,300
Fencing with wire 110 miles with stone posts on the main line	1,18,137
Construction of Harrisganj over-bridge at Cawnpore	99,751
Construction of 36 low-sided wagons	62,499
List and Morse's interlocking apparatus on the main line	60,170
Re-spacing main line with cast-iron sleepers	55,582
Re-modelling Benares Cantonment station	2,74,829
Renewing and duplicating 60-feet girders between Moghal Sarai and Lucknow	35,232
Construction of 40 third class carriages	1,51,728
Construction of 3 locomotives	1,37,180

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest	58,85,151
Net earnings, *less* contribution to the Provident Fund	60,76,595
Excess of net earnings over interest charges	1,91,444

Of the sterling debt incurred in England in connection with the purchase of the line, £10,333,148 India stock carries interest at the rate of 3 per cent. per annum and £384,700 debenture stock carries interest at 4 per cent. per annum: there is also an annual charge of £1,700 on account of a Sinking Fund. The sterling charges for interest have been converted into Indian currency at the average rates of exchange for the two half-years. On the capital outlay incurred by the State on the Oudh and Rohilkhand State railway since it was taken over from the Company, and on the capital outlay on the Lucknow-Rae Bareli and Bareilly-Rampur-Moradabad sections, and the Cawnpore-Burhwal (metre gauge link), interest has been calculated at 4 per cent. per annum.

The total capital outlay on the Oudh and Rohilkhand State railway system including the Lucknow-Rae Bareli and Bareilly-Rampur-Moradabad sections, and the Cawnpore-Burhwal (metre gauge link), to the 31st December 1899, *viz.*, R11,78,13,621, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows:

	R
Expenditure incurred on final heads by the Oudh and Rohilkhand Guaranteed Railway Company to the 31st December 1889	8,91,57,048
Outlay on final heads by the State from the 1st January 1889 to the 31st December 1899 on the Oudh and Rohilkhand guaranteed railway, and from the commencement of operations to the 31st December 1899 on the Lucknow-Rae Bareli and Bareilly-Rampur-Moradabad sections	2,45,70,573
Do. do. on the Cawnpore-Burhwal (metre gauge link)	25,13,088
	11,62,40,709
Deduct—Receipts on capital account	1,65,787
	11,60,74,922
Amount held in suspense	17,38,699
Total outlay on the Oudh and Rohilkhand railway	11,78,13,621

Eastern Bengal State railway system (standard, metre and special gauges).

13. In the capital account of the Eastern Bengal State railway system is included £1,569,784, which represents that portion of the cost of the Eastern Bengal railway purchased from the Company which was raised by the creation of a specific debt. The remainder of the liability is being redeemed by annuities.

The Eastern Bengal railway was purchased by Government on the 1st July 1884 at a valuation of £4,415,574-17-5.

On date of purchase the capital of the Company consisted of—

	£
Share capital	2,255,480
Debentures	612,350
Debenture stock	411,308
TOTAL	3,279,138

This is exclusive of capital not bearing interest amounting to £2,290.

Under the Purchase Act the share capital of the Company, amounting to £2,255,480, was taken over by Government at a commuted value of £150-7-8·54 for every £100 of original capital, which thus became £3,391,916-17-5; the debentures and debenture stock of the Company were taken over as State debt.

Under the same Act, Government were allowed the option of redeeming the commuted value of the share capital by means of an annuity instead of by direct purchase, and it was acquired by the issue of an annuity, terminable on the 30th July 1957, calculated at the rate of £4-2-0·66 per cent.

It was furthermore enacted that Government could exchange India stock for any portion of the debenture stock, and purchase the said annuities by the creation and issue of India stock at a rate not above 4 per cent., provided that the interest thereby saved should be annually set aside and invested so as to create a Sinking Fund sufficient to redeem the principal of the stock within the original period of the liability.

Of the £4,415,574-17-5 representing the cost of the Eastern Bengal railway, debentures and debenture stock, amounting to £1,023,658, have been converted into State debt amounting to £1,028,729-7-1, and commuted capital to the extent of £543,818-15-7 has been purchased for £541,054-7-4 India 3½ per cent. stock.

The balance of the commuted capital stock, £2,848,098, remains to be discharged by the payment of an annuity of £116,850-14-8¾.

Since purchase of the Eastern Bengal railway, 1st July 1884, the capital account of the system to the 31st December 1899 stood as under:

	£	R
Cost to the State on account of the purchase of the Eastern Bengal railway	4,415,575	...
Overdrawn capital at time of purchase of the Eastern Bengal railway	...	4,24,483
Carried over	4,415,575	4,24,483

	£	R
Brought forward	4,415,575	4,24,483
Outlay on final heads incurred by the State on the Eastern and Southern sections, including Budge-Budge extension, since the 1st July 1884		3,22,29,126
Rajbari-Faridpur branch	...	7,54,832
Suspense accounts	...	29,84,760
		3,63,93,201
Deduct—Value of stores taken over from the Eastern Bengal Guaranteed Railway Company	...	7,27,880
Total—Eastern and Southern sections (*standard gauge*)		3,56,65,321
Northern and Behar sections, including the Barsoi-Kissengunge branch (*metre gauge*) and the Kaunia-Dharlla (2′ 6″ *gauge*) branch	...	4,24,23,866
Dacca section (*metre gauge*)	...	71,81,786
Teesta bridge	...	9,80,185
Dharlla bridge	...	43,865
Cooch Behar-Santrabari extension (British section)	...	5,33,230
Rungpore-Dhubri extension	...	10,402
TOTALS	4,415,575 +	8,68,38,655

The expenditure during 1899 on final heads was as follows:

	R
Eastern and Southern sections, including Budge-Budge extension	14,16,188
Northern and Behar sections, including the Barsoi-Kissengunge and the Kaunia-Dharlla branches	8,23,170
Dacca section	4,13,263
Rajbari-Faridpur branch	37,344
Teesta bridge	6,99,961
Dharlla bridge	43,863
Cooch Behar-Santrabari extension (British section)	3,22,735
Rungpore-Dhubri extension	10,402
TOTAL	37,66,926

The principal works on which outlay was incurred are detailed below:

	R
Eastern and Southern sections, including Budge-Budge extension—	
Ten locomotive engines, with tenders	4,38,742
Sixty iron low-sided wagons	1,50,837
Ten additional oil tank vans for the carriage of bulk oil	59,796
Forty bolster trucks	75,924
Additions and alterations in the Beliaghata station, consequent on its being re-opened as a terminus for passenger trains	72,571
Five new sidings at canal junction	39,160
Siding from Ránaghat station to the left bank of the river Churni	40,294
Additions and alterations to general offices at Sealdah	28,827
Fakirabad line	42,224
Northern, including the Behar and Kaunia-Dharlla sections—	
New works in Santahar (formerly Sultanpur) yard, to provide accommodation for the Brahmaputra-Sultanpur railway	56,507
A new stern-wheel steamer required for the Sára-Damukdia ferry	27,066
Six additional "O" class metre gauge engines	2,09,097
Eleven six-wheeled 1st and 2nd class composite carriages	27,723
Providing additional carriage and wagon stock for the Brahmaputra-Sultanpur railway	1,02,682
Three 1st, three 2nd, three 1st and 2nd class composite carriages, and eight fish vans	45,613

The following figures show the comparison of interest charges for 1899 with net earnings:

	Eastern and Southern sections.	Northern and Behar sections.*	Dacca section.
	R	R	R
Interest on capital outlay at 4 per cent.	40,41,472†	17,38,583	2,87,795
Net earnings, *less* contribution to the Provident Fund	45,89,440	34,53,028	2,58,615
Excess of net earnings over interest charges	5,47,968	17,14,445	—*29,180*

The total capital outlay on the Eastern Bengal State railway system to the 31st December 1899, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows:

	R
Expenditure by the Eastern Bengal Guaranteed Railway Company to the 30th June 1884	3,49,32,209
Outlay on final heads incurred by the State on the Eastern and Southern sections since the 1st July 1884	3,22,29,126
Rajbari-Faridpur branch	7,54,832
Suspense accounts	29,84,760
Total outlay on Eastern and Southern sections (*standard gauge*)	7,09,00,927
Northern and Behar sections, including the Barsoi-Kissengunge branch (*metre gauge*) and the Kaunia-Dharlla (2′ 6″ *gauge*) branch	4,24,23,866
Dacca section (*metre gauge*)	71,81,786
Teesta bridge	9,80,185
Dharlla bridge	43,865
Cooch Behar Santrabari extension (British section)	5,33,230
Rungpore-Dhubri extension	10,402
TOTAL	12,20,74,261

Calcutta Port Commissioners' railway (standard gauge).

14. The total capital outlay on final heads of account to the 31st December 1899 was R71,96,940. There was no debit under the head of suspense.

The expenditure during 1899 on final heads of account amounted to R68,228, and was chiefly incurred on additional sidings and the improvement of the railway, additions to working stock and doubling the railway at Fort Point.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest and Sinking Fund at 6·00, 6·14 and 7·14 per cent. on Government and debenture loans	1,24,923
Net earnings	1,92,456
Excess of net earnings over interest charges	67,533

East Coast State railway (standard gauge).

15. The total capital outlay on final heads of account to the 31st December 1899 was R8,05,49,392. The amount held in suspense was R12,52,284.

The expenditure during 1899 on final heads of account amounted to R28,10,087.

* Including the Barsoi-Kissengunge and Kaunia-Dharlla branches, Teesta and Dharlla bridges, Cooch Behar-Santrabari and Rungpore-Dhubri extensions.

	R
† Simple interest	16,86,667
Annuities in purchase of the line and interest on debt	23,23,118
Simple interest on Rajbari-Faridpur extension	31,687
TOTAL	40,41,472

The following are the works on which expenditure was incurred :

	R
Bezwada-Madras railway—construction works	23,84,987
East Coast State railway—main line	3,51,829
Permanent-way No. 1 division	68,782

The following figures show the comparison of interest charges for 1899 with net earnings :

	R
Interest on capital outlay at 4 per cent.	32,43,867
Net earnings, *less* contribution to the Provident Fund	15,37,277
Deficit of net earnings below interest charges	17,06,590

Great Indian Peninsula railway (standard gauge).

16. The capital transactions of the Company on the 31st December 1899 stood as follows :

		£	£	R
Main line—				
Capital authorized—				
Stock and shares		20,000,000		
Loans		6,666,666		
			26,666,666 =	29,09,09,084
Capital subscribed—				
Stock and shares		20,000,000		
Debenture stock	£2,701,450			
Less—Discount	„ 225,891			
		2,475,559		
Loans at 3 per cent.		1,068,800		
Loans at 2¾ per cent.		300,000		
Loans at 2½ per cent.		1,602,100		
Capital not bearing interest		286,056		
			25,732,515 =	28,07,18,345
Capital expenditure—				
On construction account			25,354,551 =	27,65,95,104
On stores in suspense			413,014 =	45,05,607
On advances in suspense			—*33,530* =	—*3,65,787*
			25,734,035 =	28,07,34,924
Balance available of—				
Capital authorized			932,631 =	1,01,74,160
Capital subscribed			—*1,520* =	—*16,579*

		£		R
Extensions—				
Subscribed capital—				
* Loans at 3 per cent.		250,000		
Capital not bearing interest		271		
	TOTAL	250,271	=	37,87,227
Capital expenditure—				
On construction account		319,804	=	48,14,832
	TOTAL	319,804	=	48,14,832
Expenditure in excess of—				
Capital subscribed		69,533	=	10,27,605

The expenditure on final heads of account during and to the end of 1899 was as follows :

	During 1899. R	To end of 1899. R
Main line	5,07,456	27,65,95,104
Extensions	38,56,330	48,14,832
TOTAL	43,63,786	28,14,09 936

* Authorized against the above balance of borrowing powers of the Great Indian Peninsula Railway Company.

The following are the principal works on the main line on which expenditure was incurred:

	R
Additions and alterations to the Thána stations	31,620
Providing four crossing stations	40,117
Providing up-sidings and shunting neck in the Itársi station yard	31,827
Renewal of girders	28,978
Joint bogie passenger stock with the Madras railway for through passenger service between Bombay and Madras	72,000

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest—	
On subscribed capital at 5 per cent.	1,09,09,091
On debentures at 3 per cent.	4,62,464
On debentures at 2¾ per cent.	90,000
On debentures at 2½ per cent.	4,36,936
On debenture stock at 4 per cent.	11,78,815
On overdrawn capital at 3½ per cent.	3,348
	1,30,80,654
Payment to Government in respect of State lines worked by the Company	4,43,659
TOTAL	1,35,24,313
Net earnings, *less* contribution to the Provident Fund and irrecoverable outstandings† written off	1,62,24,097
Excess of net earnings over interest charges and rent of leased lines for 1899	26,99,784

Bombay, Baroda and Central India railway (standard gauge).

17. During the year under review, the portion of the 3½ per cent. loan of 1891, amounting to £185,000, which was paid off in November 1898 with funds advanced by the Secretary of State, was replaced at 3 per cent. for a further term of seven years. The payments for commission and stamp duties in connection with this replacement amounted to £1,387-10, which was treated as a charge against revenue in the accounts.

The capital transactions of the Company at the close of 1899 stood as follows:

	£	£	R
Capital authorized—			
Share capital	6,250,000		
Debenture bonds	4,863,500		*
		11,113,500	= 12,68,07,983
Capital subscribed—			
Share capital	6,250,000		
Debenture bonds converted into stock	1,300,300		
Debenture bonds at 3 per cent.	1,236,000		
Debenture bonds at 2½ per cent.	1,081,400		
Capital not bearing interest	27,731		
		9,895,431	= 10,85,62,039
Capital expenditure—			
On construction account		9,976,836	= 10,97,81,432
On stores in suspense		336,473	= 50,40,172
On advances in suspense		*—49,918*	= *—7,47,746*
		10,263,391	= 11,40,73,858
Balance available of—			
Capital authorized		850,109	= 1,27,34,125
Expenditure in excess of—			
Capital subscribed		367,960	= 55,11,819

* Includes R1,12,673 on account of interest on £250,000 debentures of the extensions

† R15,720.

The total capital outlay on final heads (including the State expenditure of R8,08,405 on the Pátri branch) to the 31st December 1899, is distributed as follows:

		R
Main line—Bombay to Sábarmati (including London establishment and other charges)		10,23,52,414
Wadhwán extension—Sábarmati to Wadhwán		43,02,747
Ánand-Godhra branch—Ánand to Godhra		29,71,663
Pátri branch—Viramgám to Khárághoda	Company's outlay	1,51,605
	State outlay	8,08,405
Dhejbara survey		3,003
	TOTAL	11,05,89,837

The expenditure during 1899 on final heads was R50,54,936.

The following are the principal works on which expenditure was incurred:

	R
New administrative offices at Church Gate	68,659
Doubling the main line between Viràr and Pálghar	30,306
Doubling the main line between Dáhánu and Sachin	27,60,732
Groyne at the Nerbudda bridge	3,38,326
Renewing Warren girder bridges	1,63,497
10 engines for the Godhra-Rutlam-Nágdá and Nágdá-Ujjain railways	2,47,502
12 engines for the Tápti Valley railway	3,73,058
15 third class bogie carriages	1,03,610
10 luggage vans	34,541
80 "A" class steel open wagons, military type	82,616
180 covered goods wagons for the Tápti Valley railway	2,45,381
100 steel open wagons for the Tápti Valley railway	1,16,271
15 third class carriages for the Tápti Valley railway	1,03,044
4 composite bogie carriages for the Tápti Valley railway	27,643

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest—	
On subscribed capital at 5 per cent.	41,18,345
On debentures at 3 per cent.	4,22,898
On debentures at 2½ per cent.	2,94,927
On overdrawn capital at 3½ per cent.	1,16,380
TOTAL	49,52,550
Net earnings, *less* contribution to the Provident Fund	92,90,395
Excess of net earnings over interest charges	43,37,845

Madras railway (standard gauge).

18. The capital transactions of the Company at the close of 1899 stood as follows:

	£	£		R
Main line—				
Capital authorized—				
Stock and share capital		10,257,630		
Debenture bonds		3,319,210		
		13,576,840	=	14,81,10,982
Capital subscribed—				
Share capital	8,318,080			
Debenture bonds converted into stock	1,939,550			
	10,257,630			
Loans at 3 per cent.	530,000			
" " 2¾ "	60,000			
" " 2½ "	405,300			
Capital not bearing interest	7,258	11,260,188	=	12,28,38,416
Capital expenditure—				
On construction account	11,020,085			
On stores in suspense	209,623			
On advances in suspense	—23,240	11,206,468	=	12,22,52,381

		£	R
Balance available of—			
Capital authorized		2,370,372 =	2,58,58,601
Capital subscribed		53,720 =	5,86,035
Extensions—			
Capital authorized—	£		
Loans	100,000		
Less—Discount	1,000		
		99,000	14,94,904
Capital subscribed—			
Debentures at 2½ per cent.	100,000		
Less—Discount	1,000		
		99,000	14,94,904
Capital expenditure—			
On construction account	65,689		
On stores in suspense	13,859		
On advances in suspense	2,461		
		82,009	12,40,644
Balance available of—			
Capital authorized		16,991	2,54,260
Capital subscribed		16,991	2,54,260

The expenditure on final heads of account during and to end of 1899 was as follows:

	During 1899. R	To end of 1899. R
Main line	6,56,429	12,02,19,104
Extensions	6,57,078	9,96,112
TOTAL	13,13,507	12,12,15,216

The following are the principal works on the main line on which expenditure was incurred:

	R
Fitting automatic vacuum brake gear to 6 engines and 400 carriages	1,27,637
10 Bogie composites	1,46,279
Construction of 46 new and additional third class carriages	92,399
Extending the line from Ráyapuram to proposed joint station on the beach	72,267

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest—	
On subscribed capital—	
At 5 per cent.	47,76,911
At 4¾ „	5,18,161
At 4½ „	2,45,455
On debentures—	
At 3 per cent.	1,57,533
At 2¾ „	18,000
At 2½ „	1,10,536
	58,26,596
Interest on capital subscribed for the Calicut-Cannanore extension £100,000 @ 2½ per cent.	37,558
Interest on overdrawn capital	—3,348
TOTAL	58,60,806
Net earnings, *less* contribution to the Provident Fund	50,16,254
Deficit of net earnings below interest charges	8,44,552

Delhi-Umballa-Kalka railway (standard gauge).*

19. The capital of the Company consists of—

	£
Capital authorized and received—	
Share capital	800,000
Debenture stock	300,000
	1,100,000

* Information relating to interest charges is not available.

The expenditure on final heads of account to the 31st December 1899 amounted to R1,54,47,600, which includes R5,76,918 on account of interest on capital during construction.

The amount held in suspense was a credit of R1,46,327.

The expenditure during 1899 on final heads was R68,316 and was incurred chiefly on stations and buildings.

Tarkessur railway (standard gauge).*

20. The total capital outlay on final heads of account to the 31st December 1899 was R17,84,166. There was no sum at debit of suspense.

The expenditure of the year was R7,081, and was chiefly incurred on ballast and permanent-way and stations and buildings.

South Behar (Luckeeserai-Gya) railway (standard gauge).

21. The capital of the Company consists of—

	£
Share capital	400,000
Debenture stock	290,000
	690,000

The expenditure on final heads of account to the 31st December 1899 amounted to R1,17,50,134, which includes R7,08,107 on account of interest on capital during construction.

The amount held in suspense was R66,596.

The expenditure during 1899 on final heads was R5,91,703, and was chiefly incurred on bridgework, ballast and permanent-way and stations and buildings.

The following figures show the comparison of interest charges for 1899 with net earnings :

	R	R
Interest on capital		1,98,347
Net earnings	1,32,163	
Add—		
Rebate on account of the East Indian railway proportion of interchanged traffic	33,403	
		1,65,566
Deficit of net earnings below interest charges		32,781

Southern Punjab (Delhi-Samásata) railway (standard gauge).

22. The total capital outlay on final heads of account to the 31st December 1899 was R2,26,02,986, which includes R9,92,829 on account of interest on capital. The amount held in suspense was R65,276.

The following figures show the comparison of interest charges for 1899 with net earnings :

	R	R	R
Interest on capital			7,90,603
Net earnings	6,63,154		
Add—Adjustment of previous half-years	251		
		6,63,405	
Add—Rebate on account of the North Western State railway proportion of interchanged traffic	1,27,449		
Adjustment on account of previous half-years	9,845		
		1,37,294	
			8,00,699
Excess of net earnings over interest charges			10,390

Tápti Valley railway (standard gauge).

23. The total capital outlay on final heads of account to the 31st December 1899 was R1,13,54,173. The amount held in suspense was R7,54,961.

* Information relating to interest charges is not available.

The expenditure during 1899 on final heads was R55,98,276, and was incurred on the construction of the line and the payment to the shareholders of interest on the capital subscribed.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	4,07,591
Net earnings, *less* contribution to the Provident Fund	1,27,603
Deficit of net earnings below interest charges	2,79,988

Khámgaon and Amráoti railways (standard gauge).

24. The total capital outlay on final heads of account to the 31st December 1899 was R5,22,150 on the Khámgaon railway, and R4,48,111 on the Amráoti railway. There was no debit under the head of suspense on the Khámgaon railway, while the amount held in suspense on the Amráoti railway was R6,306.

There was no expenditure during 1899 on final heads on the Khámgaon railway nor on the Amráoti railway.

The following figures show the comparison of interest charges for 1899 with net earnings:

	Khámgaon railway.	Amráoti railway.
	R	R
Interest on capital outlay at 4 per cent.	20,886	18,179
Net earnings	14,850	32,214
Excess of net earnings over interest charges	*—6,036*	14,035

Bina-Goona-Bárán railway (standard gauge).*

25. The total capital outlay on final heads of account to the 31st December 1899 was R99,31,680. There was no debit under the head of suspense.

The expenditure during 1899 on final heads was R5,30,384 and was chiefly incurred on bridgework, ballast and permanent-way and stations and buildings.

Bhopal-Ujjain railway (standard gauge).*

26. The total capital outlay on final heads of account to the 31st December 1899 was R76,54,290. There was no debit under the head of suspense.

The expenditure during 1899 on final heads was R68,501, and was chiefly incurred on ballast and permanent-way and stations and buildings.

Bhopal-Itársi railway (standard gauge).

27. The total capital outlay on final heads of account to the 31st December 1899 was R73,61,938, divided between the Government of India and the Bhopal Darbar as under:

	R
Government of India	23,61,938
Bhopal Darbar	50,00,000

There was no debit under the head of suspense.

The expenditure during 1899 on final heads was R37,574, and was chiefly incurred on ballast and permanent-way, and stations and buildings.

The following figures show the comparison of interest charges for 1899 with net earnings:

	Government of India.	Bhopal Darbar.
	R	R
Interest on capital outlay at 4 per cent.	93,303	2,00,000
Net earnings, *less* contribution to the Provident Fund	84,080	1,79,444
Deficit of net earnings below interest charges	9,223	20,556

* Information relating to interest charges is not available.

The Nizam's Guaranteed State railway (standard guage).

28. The total capital of the company on the 31st December 1899 stood as under:

	£	£
Capital authorized—		
Share capital	2,000,000	
Debentures	2,000,000	
		4,000,000
Capital subscribed—		
Share capital	2,000,000	
Debenture bonds converted into stock	1,225,000	
		3,225,000
Capital expenditure—		
On construction account	3,206,741	
On stores in suspense	49,303	
		3,256,044
Balance available of—		
Capital authorized		743,956
Expenditure in excess of—		
Capital subscribed		31,044

The total capital outlay on final heads of account to the 31st December 1899 was R4,08,92,996, and the amount held in suspense R6,75,735.

The expenditure during 1899 on final heads was R3,75,616, and was chiefly incurred on bridgework and rolling-stock.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest—	
On subscribed capital at 5 per cent.	15,44,572
On debentures at 4 per cent.	7,56,840
Sinking Fund at 1 per cent.	1,89,210
TOTAL	24,90,622
Net earnings, *less* contribution to the Provident Fund	25,01,046
Excess of net earnings over interest charges	10,424

Nágdá-Ujjain railway (standard gauge).

29. The total capital outlay on final heads of account to the 31st December 1899 was R22,34,346. There was no debit under the head of suspense.

The expenditure during 1899 on final heads amounted to R2,750, and was incurred chiefly on staff quarters.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	89,319
Net earnings, *less* contribution to the Provident Fund	77,732
Deficit of net earnings below interest charges	11,587

The Gaekwar's Petlád railway (standard gauge).

30. The total capital outlay on final heads of account to the 31st December 1899 was R7,40,704, and the amount held in suspense at that date was R11,735.

The expenditure during 1899 on final heads amounted to R3,271, and was incurred on stations and buildings.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	30,030
Net earnings, *less* contribution to the Provident Fund	39,312
Excess of net earnings over interest charges	9,282

Kolar Gold-fields railway (standard gauge).

31. The total capital outlay on final heads of account to the 31st December 1899 was R7,48,646, and the amount held in suspense at that date was R3,30,906.

The expenditure during 1899 on final heads was R8,462.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	39,433
Net earnings, *less* contribution to the Provident Fund	56,827
Excess of net earnings over interest charges	17,394

Rájpura-Bhátinda railway (standard gauge).

32. The total capital outlay on final heads of account to the 31st December 1899 amounted to R67,05,785. There was no debit under the head of suspense.

The expenditure during 1899 on final heads was R1,265, and was chiefly incurred on stations and buildings.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	2,68,220
Net earnings	3,05,784
Excess of net earnings over interest charges	37,564

Jammu and Kashmir railway, Native state section (standard gauge).

33. The total capital outlay on final heads of account to the 31st December 1899 amounted to R9,60,820. There was no debit under the head of suspense.

There was a credit of R2,026 during 1899 on final heads, due to a refund of the value of materials recovered from the turntable at Tawi.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	38,473
Net earnings	22,932
Deficit of net earnings below interest charges	15,541

Bengal and North-Western railway system (metre gauge).

34. The total capital on the company's section of the line, including the Ganges-Gogra Doab railways, on the 31st December 1899 stood as follows:

	£	£	R
Capital authorized—			
Share capital	2,750,000		
3½ per cent. Preference shares	1,500,000		
Loans and debenture stock	400,000		
		4,650,000	
Capital subscribed—			
Share capital	3,575,000		
Loans and debenture stock	400,000		
Capital not bearing interest	27,002		
		4,002,002 =	5,62,20,737
Capital expenditure—			
On construction account		3,543,261 =	4,92,95,015*
On stores in suspense		133,712 =	20,49,834
On advances in suspense		16,940 =	2,61,914
		3,693,913 =	5,16,06,763

* Including R26,21,852, interest on capital during construction.

	£
Balance available of—	
Capital authorized	956,087
Capital subscribed	308,089

The total capital outlay on final heads of account to the 31st December 1899 was as follows:

	R
Tirhoot State railway, Government section	3,67,53,535
Bengal and North-Western railway, Company's section	4,92,95,015*
TOTAL	8,60,48,550

The amount held in suspense was:

	R
Tirhoot State railway, Government section	12,73,999
Bengal and North-Western railway, Company's section	23,11,748
TOTAL	35,85,747

The expenditure during 1899 on final heads was as follows:

	R
Tirhoot State railway, Government section	45,87,431
Bengal and North-Western railway, Company's section	60,94,371
TOTAL	1,06,81,802

The principal works on which outlay was incurred are detailed below:

	R
Tirhoot State railway, Government section—	
13 F. class engines	42,293
500 iron covered goods wagons	4,50,596
Raising formation level between Tegra and Buchwara	51,716
Additional bridging and waterways	1,62,752
Hajeepore-Katihár extension	38,28,588
Bengal and North-Western railway, Company's section—	R
Preliminary expenses in England being expenditure in issuing £400,000, 3 per cent. debenture stock	28,485
Fencing the main line	77,248
European staff quarters for assistant officers, drivers and guards at Gorakhpur	61,457
Bhatni-Turtipur branch	58,968
Salimpur-Barhaj branch	31,766
500 Iron covered goods wagons	2,04,304
Elgin bridge	62,920
Gonda-Bálarampur-Tulsipur branch	1,11,791
Nánpára-Katarnian Ghat	32,067

The following figures show the comparison of interest charges on open line capital outlay for 1899 with net earnings:

	Tirhoot State railway, Government section.	Bengal and North-Western railway, Company's section.
	R	R
Interest on capital outlay at 4 per cent.	10,98,746	22,34,120
Net earnings, *less* contribution to the Provident Fund	13,80,161	27,32,851
Excess of net earnings over interest charges	2,81,415	4,98,731

Rajputana-Malwa railway (metre gauge).

35. The total capital outlay on final heads of account on the several sections of the system to the 31st December 1899 was as follows:

	R
Rajpútana-Malwa section	9,11,64,741
Holkar section	1,32,17,083
Rewári-Ferozepore section	1,40,86,123
Cawnpore-Achnera section	1,19,83,363
TOTAL	13,04,51,310

* Including R26,21,852, interest on capital during construction.

The amount held in suspense was R32,78,943.
The expenditure during 1899 on final heads was as follows :

	R
Rajputana-Malwa section	4,61,184
Holkar section	38,216
Rewári-Ferozepore section	3,49,954
Cawnpore-Achnera section	30,139
TOTAL	8,79,493

The expenditure was chiefly incurred on the following works :

Construction of broad-gauge line between Bhátinda and Kot Kapura	2,61,760
Additions and alterations to Bhátinda junction station yard	58,728
Additional works at Anwarganj link, Cawnpore	34,187
Water-supply arrangements on the Abu division	26,691
Erection of 10 F. class engines	95,352
Construction of 41 bogie 3rd class carriages, 41 feet long, and erection of 30 brake-vans	1,99,530

The following figures show the comparison of interest charges for 1899 with net earnings :

	Rajputana-Malwa and Rewári-Ferozepore sections.	Holkar section.	Cawnpore-Achnera section.
	R	R	R
Interest on capital at 4 per cent.	43,23,101	5,27,919	4,78,732
Net earnings, *less* contribution to the Provident Fund	1,27,30,606	1,79,227	14,77,904
Excess of net earnings over interest charges	84,07,505	*—3,48,692*	9,99,172

Pálanpur-Deesa railway (metre gauge).

36. The total capital outlay on final heads of account to the 31st December 1899 was R4,18,264. There was no debit under the head of suspense, nor was any expenditure incurred on final heads during 1899.

The following figures show the comparison of interest charges for 1899 with net earnings :

	R
Interest on capital at 4 per cent.	16,731
Net earnings, *less* contribution to the Provident Fund	25,720
Excess of net earnings over interest charges	8,989

Southern Mahratta railway (metre gauge).

37. During the year no advance was made by the Secretary of State. On the 1st April 1899 debenture stock of £600,000 at 3½ per cent. was renewed for 7 years at the reduced rate of 3 per cent.

The total capital of the Company on the 31st December 1899 was as follows :

	£	£	R
Capital authorized—			
Share capital	3,500,000		
Debenture bonds	1,043,100		
Advances by the Secretary of State for India under Act 51 Vic, Chapter 5	2,129,900		
		6,673,000=	8,10,76,000
Capital raised and advanced—			
Share capital	3,500,000		
Debenture bonds at 3 per cent.	943,100		
Debenture bonds at 2½ per cent.	100,000		
Advances by the Secretary of State for India under Act 51 Vic., Chapter 5	2,129,900		
Capital not bearing interest	30,207		
		6,703,207=	8,15,00,392

	£	R
Capital expenditure—		
On construction account	6,806,472 =	8,32,00,909
On stores in suspense	109,216 =	13,10,590
Stores taken over with the Bellary-Kistna section	—230,668 =	—32,29,347
	6,685,020 =	8,12,82,152
Expenditure in excess of—		
Capital authorized	12,020 =	2,06,152
Balance available of—		
Capital raised and advanced	18,187 =	2,18,240

The total capital outlay, including the State expenditure of £1,184,173 = R1,65,78,416 on the Bellary-Kistna section, to the 31st December 1899, was R9,78,60,569.

The expenditure during 1899 on final heads was R6,18,517. The principal works on which outlay was incurred are detailed below:

	R
Additional rolling-stock	2,47,827
Additional tools, plant and machinery for the new extension of Hubli locomotive shops	42,871
Extension of the locomotive workshops and remodelling of the locomotive yard at Hubli	39,079
Wagon repairing shed at Hubli	36,200
Additional waterways on the Bellary-Kistna section	82,295

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest—	
On subscribed capital at 3½ per cent.	18,40,351
On debentures at 3½ per cent.	73,251
On debentures at 3 per cent.	3,56,323
On debentures at 2½ per cent.	37,558
On advances by the Secretary of State for India at 4 per cent.	10,39,937
On outlay by the State on the Bellary-Kistna section at 4 per cent.	6,63,137
TOTAL	40,10,557
Net earnings, *less* contribution to the Provident Fund	18,95,002
Deficit of net earnings below interest charges	21,15,555

Guntakal-Mysore Frontier railway (metre gauge).

38. The total capital outlay on final heads of account to the 31st December 1899 was R58,98,608. There was no debit under the head of suspense.

The transactions of the year resulted in a net credit of R258.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	2,35,996
Net earnings, *less* contribution to the Provident Fund	1,28,459
Deficit of net earnings below interest charges	1,07,537

Mysore section (Southern Mahratta railway) (metre gauge).

39. The capital of the company underwent no change, and stood on the 31st December 1899 as follows:

	£	R
Capital authorized—		
Debenture stock	1,200,000 =	1,60,61,569
Capital raised—		
Debenture stock at 4 per cent.	1,200,000	
Capital not bearing interest	24,000	
	1,224,000 =	1,63,82,801
Capital expenditure—		
On construction account	1,143,335 =	1,53,03,132
On stores in suspense	27,814 =	3,72,284
TOTAL	1,171,149 =	1,56,75,416

	£	R
Balance available of—		
Capital authorized	28,851 =	3,86,153
Capital raised	52,851 =	7,07,385

The expenditure during 1899 on final heads was R2,32,151.

The following are the principal works on which expenditure was incurred:

	R
Additional rolling-stock	25,362
Re-arrangement of the station yard and construction of a new station building at Mysore	98,884
Improvement to water-ways on the old Mysore railway	35,033

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on debentures at 4 per cent.	7,21,117
Net earnings, *less* contribution to the Provident Fund	3,29,033
Deficit of net earnings below interest charges	3,92,084

South Indian railway (metre gauge).

40. This undertaking was acquired by Government on the 1st January 1891, and was taken over at a valuation of £5,692,557.

In the Finance and Revenue accounts of the Government of India the cost of the line is stated at £4,692,557, the difference—one million pounds—representing the capital subscribed by the new Company for working the purchased and other connected lines which, under contract, it undertook to construct for Government.

At the time of purchase the capital of the old Company consisted of—

	£
Share capital	3,208,280
Debentures and debenture stock	1,495,000
TOTAL	4,703,280

The share capital, comprising £3,070,668 of 5 per cent. stock and £137,612 of 4¾ per cent. stock, was acquired by the issue of £4,197,557, 3 per cent. India stock, the 5 per cent. being taken over at a premium of £31-2-4 and the 4¾ per cent. at a premium of £24-11-2; the debentures and debenture stock were taken over as State debt.

The share capital of the new Company remains unchanged, and at the close of 1899 was as follows:

	£	R
Capital authorized (converted at R14 per £)—		
Share capital	1,000,000 =	1,40,00,000
Capital subscribed (converted at R14 per £)—		
Share capital	1,000,000 =	1,40,00,000

The total capital expended to the 31st December 1899 amounted to R7,53,12,929 as shown below:

	R
Capital expenditure (including outlay from State capital)—	
On construction account	7,29,39,509
On stores in suspense	23,65,055
On advances in suspense	8,365
TOTAL	7,53,12,929

The total capital outlay on final heads of account to the 31st December 1899 was as follows:

	R
South Indian railway, including Nellore branch	5,64,75,475
Villupuram-Dharmavaram section	1,63,08,361
Madura-Pamban branch	1,55,673
TOTAL	7,29,39,509

The expenditure during 1899 on final heads was R6,64,217.

The following are the principal works on which expenditure was incurred:

	R
Constructing a goods station at Madras Beach	1,84,462
Remodelling Tanjore station	45,969
Constructing four tri-composite carriages	25,567

The following figures show the comparison of interest charges for 1899 with net earnings:

	R	R
Interest charges incurred by the State—		
On Company's capital		4,50,698
On Government capital—		
Debenture stock at 4½ per cent.	2,87,321	
Indian stock at 3 per cent.	18,01,125	
Indian stock at 2½ per cent.	1,14,515	
Indian outlay at 4 per cent.	9,84,734	
		31,87,695
TOTAL		36,38,393
Net earnings, *less* contribution to the Provident Fund		39,67,389
Excess of net earnings over interest charges		3,28,996

Máyavaram-Mutupet railway (metre gauge).

41. The total capital outlay on final heads of account to the 31st December 1899 was R24,97,355. There was no debit under the head of suspense.

The expenditure during 1899 on final heads amounted to R2,449, and was chiefly incurred on stations and buildings.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	99,845
Net earnings, *less* contribution to the Provident Fund	96,798
Deficit of net earnings below interest charges	3,047

Assam-Bengal railway (metre guage).

42. In accordance with clause 58 of the contract, dated the 26th April 1892, between the Secretary of State and the Assam-Bengal Railway Company the capital account of the railway is divided into two parts.

PART I.

Land.—The expenditure on land, including preliminary expenses on the Garo Hills survey, R38,594, to end of December 1899, aggregated R35,65,306. There was no debit under the head of suspense.

PART II.

The total capital of the railway to the 31st December 1899 stood as under:

	£	R	R
Capital authorized—			
Share capital	1,500,000	=2,21,22,432	
Debentures	800,000 }		
Net premium on debentures	13,135 }	=1,44,37,409	
Advances in India by Secretary of State for India	...	4,68,31,090	
			8,33,90,931
Capital raised and advanced—			
Share capital	1,500,000	=2,21,22,432	
Debentures	800,000	=1,41,92,781	
Capital not bearing interest	13,135	=2,44,628	
Advances in India by Secretary of State for India		4,68,31,090	
			8,33,90,931

Capital expenditure—		
On construction account	7,83,09,194	
On stores in suspense	50,08,473	
On advances in suspense	73,264	
		8,33,90,931

The expenditure during 1899 on final heads was R1,07,07,951.

The interest charges for 1899 are as follows:

	R
On share capital at 3 per cent.	6,76,047
On debentures at 3 per cent.	2,25,349
On debentures at 2½ per cent.	1,12,675
On capital contributed by Secretary of State { Part I	1,38,808
On capital contributed by Secretary of State { Part II	17,10,835
TOTAL	28,63,714
Net earning of the year	3,22,704
Deficit of net earnings below interest charges	25,41,010

Burma railways (metre gauge).

43. The total capital of the Company from the 1st September 1895 to the 31st December 1899 was as under:

	£	R
Capital authorized—		
Share capital	2,000,000	
Capital subscribed—		
Share capital	2,000,000	
Capital paid up—		
Share capital	1,836,462	3,11,86,152

	R
Capital expenditure—	
On construction account—	
Open lines	85,69,906
Lines under construction including survey	1,20,42,948
	2,06,12,854
On stores and advances in suspense	35,42,469
TOTAL	2,42,05,323
Balance available of—	
Capital subscribed	69,80,829

The interest guaranteed by the Secretary of State is 2½ per cent. per annum with ⅕th share of surplus profits, which share is not to be less than ¼ per cent. per annum during the period ending 30th June 1901.

The total capital outlay to the 31st December 1899 was as follows.

	R
Outlay by Government	7,69,12,324
Outlay by Company	2,42,05,323
TOTAL	10,11,17,647

The expenditure during 1899 on final heads was R85,79,161.

The principal works on which outlay was incurred are detailed below:

	R
Additions and alterations to locomotive yard at Toungoo	29,324
Extending the north and south wings of the Burma railways office at Rangoon	34,664
Fitting automatic vacuum brakes to 42 locomotives and 177 vehicles	84,941
Providing and erecting 20 F. class engines	5,53,622
Unloading and erecting 10 Fairlie engines and 59 open bogie wagons	3,02,050

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on Government outlay	30,76,493
Interest on Company's outlay	7,58,716
	38,35,209
Net earnings, *less* contribution to the Provident Fund	35,78,407
Deficit of net earnings below interest charges	2,56,802

Deoghur railway (metre gauge).*

44. The total capital outlay on final heads of account to the 31st December 1899 amounted to R2,86,180, and the amount held in suspense on that date was R1,345.

Brahmaputra-Sultanpur railway (metre gauge).

45. The total capital outlay on the 31st December 1899 stood as follows:

	R	R
Capital authorized—		
Share capital	36,00,000	
		36,00,000
Capital subscribed—		
Debenture bonds converted into stock	24,58,200	
		24,58,200
Capital expenditure—		
On construction account	18,99,028	
On stores in suspense	1,793	
On advances in suspense	57,135	
		19,58,136
Balance available of—	R	
Capital authorized	16,41,864	
Capital subscribed	5,00,064	

The expenditure of the year on final heads amounted to R9,42,961.
The following are the principal works on which expenditure was incurred:

	R
Formation	1,35,534
Bridgework	2,44,904
Ballast and permanent-way	4,53,720
Stations and buildings	51,766

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital at 3 per cent.	64,875
Net earnings, *less* contribution to the Provident Fund	19,964
Deficit of net earnings below interest charges	44,911

Mymensingh-Jamálpur-Jagannathganj railway (metre gauge).

46. The total capital outlay on the 31st December 1899 stood as follows:

	R	R
Capital authorized—		
Share capital	20,00,000	
		20,00,000
Capital subscribed—		
Share capital	20,00,000	
		20,00,000
Capital expenditure—		
On construction account	15,73,455	
On stores in suspense	37,746	
On advances in suspense	47	
		16,11,248
Balance available of—		
Capital authorized		3,88,752
Capital subscribed		3,88,752

* Information relating to interest charges is not available.

The expenditure of the year on final heads amounted to R6,05,804.

The following are the principal heads under which expenditure was incurred:

	R
Formation	39,542
Bridge work	77,115
Ballast and permanent-way	3,61,283
Stations and buildings	81,210

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital at 3 per cent.	63,000
Net earnings, *less* contribution to the Provident Fund	36,575
Deficit of net earnings below interest charges	26,425

Rohilkund and Kumaon railway system (metre gauge).

47. The total capital outlay on final heads of account to the 31st December 1899 was as follows:

	R
Lucknow-Bareilly section	92,92,292
Company's section	21,47,254
TOTAL	1,14,39,546

The amount held in suspense was:

	R
Lucknow-Bareilly section	2,05,193
Company's section	1,059
TOTAL	2,06,252

The expenditure during 1899 on final heads of account was as under:

	R
Lucknow-Bareilly section	1,16,680
Company's section	6,807

The expenditure was chiefly on rolling-stock.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R	Lucknow-Bareilly section. R	Company's section. R
Interest—			
Debentures at 3 per cent.	66,023		
Secretary of State's capital at 4 per cent.	2,04,846		
Over-drafts on capital at 4 per cent.	94,668		
		3,65,537	...
Outlay at 4 per cent. to end of 1898 and at 2 per cent. during 1899		...	85,817
TOTAL		3,65,537	85,817
Net earnings, *less* contribution to the Provident Fund		6,33,355	2,34,020
Excess of net earnings over interest charges		2,67,818	1,48,203

Segowlie-Raxaul railway (metre gauge)*.

48. The total capital outlay on final heads of account on the 31st December 1899 was R10,30,589, and the amount held in suspense at that date was R 51,151.

The expenditure during 1899 on final heads was R2,556.

* Information relating to interest charges is not available.

Bengal Dooars railway (metre gauge).*

49. The total capital of the Company on the 31st December 1899 was as follows:

	£	£	R
Capital authorized	150,000		
Capital subscribed (received)	150,000		
Capital expenditure—			
On construction account		168,923 =	26,26,748
Extensions—			
Capital authorized	2,50,000		
Capital subscribed (received)	2,11,132		
Capital expenditure—			
On construction account		97 327 =	14,64,735
On suspense		80,760 =	12,10,720
TOTAL		178,087 =	26,75.455

The expenditure on the original line during 1899 on final heads was R34,384 and was chiefly incurred on formation, ballast and permanent-way and ferries.

The total dividend, declared on the sterling capital of £150,000 for the year 1899, amounted to above 4 per cent.

Dibru-Sadiya railway (metre gauge).

50. The total capital outlay on final heads of account to the 31st December 1899 was £517,546 or R73,06,538.

The fixed sterling suspense granted by Government is £10,000.

The expenditure during 1899 on final heads was R17,746, but owing to the adjustment of rupee capital for conversion from sterling, the net balance was R16,735.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest at the rate of 5 per cent. on capital outlay to the end of 1898, and on fixed suspense capital, including 2½ per cent. on capital outlay during the year	3,94,450
Net earnings	4,49,688
Excess of net earnings over interest charges	55,238

Ledo and Tikak-Margherita Colliery railway (metre gauge).*

51. The total capital outlay on final heads of account to the 31st December 1899 amounted to R12,83,416. There was no debit under the head of suspense.

Ahmedabad-Parántíj railway (metre gauge).

52. The total capital outlay on final heads of account to the 31st December 1899 was R19,32,206. The amount held in suspense on that date was R17,409.

The expenditure during 1899 on final heads was R12,278 and was chiefly incurred on land.

The following figures show the comparison of interest charges for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	77,851
Net earnings, *less* contribution to the Provident Fund	1,21,687
Excess of net earnings over interest charges	43,836

Nilgiri railway (metre gauge).*

53. The total capital outlay on final heads of account to the 31st December 1899 was R47,87,869. The amount held in suspense was R2,075.

The expenditure during 1899 on final heads was R3,50,830, and was chiefly incurred on formation.

* Information relating to interest charges is not available.

The Gaekwar's Mehsána railway (metre gauge).

54. The total capital outlay on final heads of account on the several sections to the 31st December 1899 was as follows:

	R
Mehsána-Kherálu section	9,95,274
Mehsána-Viramgám section	14,87,704
Mehsána-Pátan section	8,00,634
TOTAL	32,83,612

There was no debit under the head of suspense.

The expenditure during 1899 on final heads was as follows:

	R
Mehsána-Kherálu section	—45
Mehsána-Viramgám section	1,454
Mehsána-Pátan section	—8
TOTAL	1,401

The following figures show the comparison of the total interest charges on the three sections for 1899 with net earnings:

	R
Interest on capital outlay at 4 per cent.	1,31,317
Net earnings, *less* contribution to the Provident Fund	2,16,654
Excess of net earnings over interest charges	85,337

Hyderabad-Gódávári Valley railway (metre gauge).*

55. The total capital outlay on final heads of account to the 31st December 1899 was R1,63,46,508, exclusive of interest on capital during construction. The amount held in suspense on that date was R22,10,235.

The expenditure during 1899 on final heads was R93,62,588.

Kolhápur railway (metre gauge).*

56. The total capital outlay on final heads of account to the 31st December 1899 was R23,24,807. There was no debit under the head of suspense, nor any expenditure during 1899 on final heads.

Yesvantpur-Mysore Frontier railway (metre gauge).*

57. The total capital outlay on final heads of account to the 31st December 1899 was R24,03,073, and the amount held in suspense at that date was R95,089.

The transactions of the year resulted in a net credit of R155.

Mysore-Nanjangúd railway (metre gauge).*

58. The total capital outlay on final heads of account to the 31st December 1899 was R6,21,853, and the amount held in suspense at that date was R24,199.

The expenditure during 1899 on final heads was R2,572.

Birur-Shimoga railway (metre gauge).*

59. The total capital outlay on final heads of account to the 31st December 1899 was R20,14,436, and the amount held in suspense at that date was R71,039.

Jodhpur-Bikaner railway system (metre gauge).

60. The total capital outlay on final heads of account to the 31st December 1899 was as follows:

	R
Jodhpur section	1,13,11,542
Bikaner section	28,52,917
TOTAL	1,41,64,459

* Information relating to interest charges is not available.

The amount held in suspense was:

	R
Jodhpur section	30,641
Bikaner section	9,000
TOTAL	39,641

The expenditure during 1899 on final heads was as follows:

	R
Jodhpur section	12,79,391
Bikaner section	5,38,765
TOTAL	18,18,156

The expenditure on the Jodhpur section was chiefly incurred on the Shadipalli-Bolotra section and that on the Bikaner section on the Bikaner-Bhátinda section.

The following figures show the comparison of interest charges for 1899 with net earnings:

	Jodhpur section.	Bikaner section.
	R	R
Interest on capital at 4 per cent.	3,04,371	78,271
Net earnings, *less* contribution to the Provident Fund	11,66,845	1,04,344
Excess of net earnings over interest charges	8,62,474	26,073

Udaipur-Chitor railway (metre gauge).

61. The total capital outlay on final heads of account to the 31st December 1899 was R19,34,912, and the amount held in suspense at that date was R55,000.

The expenditure during 1899 on final heads was R2,16,452, and was chiefly incurred on formation, ballast and permanent-way and stations and buildings.

Bhávnagar-Gondal-Junágad-Porbandar railway, including the Jetalsar-Rájkot, Jámnagar and Dhrángadra railways (metre gauge).

62. The total capital outlay on final heads of account to the 31st December 1899 was R2,20,36,709.

The distribution of this amount over the several sections of the system is as under:

	R
Bhávnagar section	72,34,132
Gondal section	46,62,270
Junágad section	38,40,849
Porbandar section	18,54,785
Jetalsar-Rájkot railway	15,83,208
Jámnagar railway	22,97,377
Dhrángadra railway	5,64,088
TOTAL	2,20,36,709

The amounts held in suspense were as follows:

	R
Bhávnagar section	3,74,109
Gondal section	50,578
Junágad section	*—39,722*
Porbandar section	*—20,729*
Jámnagar railway	11,181
Dhrángadra railway	42,016
TOTAL	4,17,433

The expenditure during 1899 on final heads was as follows:

	R
Bhávnagar section	44,135
Gondal section	4,945
Junágad section	3,174
Porbandar section	4,955
Jetalsar-Rájkot railway	7,996
Jámnagar railway	13,612
Dhrángadra railway	20,857
TOTAL .	99,674

The following figures show the comparison of interest charges for 1899 with net earnings :

	Bhávnagar section.	Gondal section.	Junágad section.	Porbandar section.	Total Bhávnagar-Gondal-Junágad-Porbandar railway.	Jetalsar-Rájkot railway.	Jámnagar railway.	Dhrángadra railway.
	R	R	R	R	R	R	R	R
Interest on capital outlay at 4 per cent.	2,95,907	1,90,361	1,55,346	74,905	7,16,539	63,277	92,317	23,922
Net earnings, *less* contribution to the Provident Fund	4,87,698	2,07,515	1,49,893	81,829	9,26,935	78,725	51,540	20,077
Excess of net earnings over interest charges	1,91,791	17,154	*—5,453*	6,904	2,10,396	15,448	*—40,777*	*—2 945*

Average mileage capital cost of standard and metre gauge railways.

63. On the following pages will be found a statement showing the average mileage capital cost of the standard and metre gauge railways in India on the 31st December 1899, distributed, as far as possible, over main heads of expenditure, exclusive of steam ferries and suspense items.

Railway bridges and tunnels.

64. At the end of this chapter, statements are recorded giving details of the cost of some of the large railway bridges and tunnels in India.

STATEMENT

Average mileage capital cost of Indian railways on the 31st December 1899.

Length of railway and main heads of expenditure.	State lines worked by companies. (Standard gauge.)											
	I. East Indian.		II. Bengal Central.		III. Bengal-Nágpur.		IV. Indian Midland.		VI. Godhra-Rutlam-Nágdá.		VII. Wardha coal.	
	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
Length of line—												
Double . . . Miles.	474·25	...	...	...	...	...	...	...	...	...	...	...
Single . . . . "	1,236·42	...	125·01	...	1,190·16	...	796·25	...	141·14	...	44·88	...
TOTAL . "	1,710·67	...	125·01	...	1,190·16	...	796·25	...	141·14	...	44·88	...
I. Preliminary expenses . . R	12,72,665	744	1,48,152	1,185	17.58,799	1,478	9,95,314	1,250	1,80,184	1,277	91,642	2,042
II. Land . . . . "	18,68,735	1,092	23.969	192	53,25,672	4,475	9,15,414	1,150	35,570	252	4,745	106
III. Formation . . . "	2,23,11,514	13,043	7,49,310	5,994	1,94,94,240	16,380	1,00,45,182	12,616	60,83,922	43,105	3,02,318	6,736
IV. Bridge-work . . . "	7,03,99,438	41,153	14,37,466	11,499	3,35,61,429	28,199	2,35,84,223	29,619	41,34,554	29,294	10,49,576	23,386
V. Fencing, etc. . . . "	35,75,936	2,090	4,05,438	3,243	6,42,359	540	26,11,112	3,279	2,79,039	1,977	2,24,499	5,002
VI. Electric telegraph . "	29,82,766	1,744	...	...	...	...	16,456	21	4,065	29	...	...
VII. Ballast and permanent-way . . "	10,65,72,137	62,299	44,08,597	35,266	4.57,09,710	38,406	3,35,35,288	42,117	46,97,941	33,286	17,51,227	39,020
VIII. Stations and buildings . . . "	3.76,87,783	22,031	11,33,192	9,065	95,40,079	8,016	84,80,184	10,650	14,34,276	10,162	3,65,447	8,143
IX. Plant . . . . "	39,79,362	2,326	3,70,770	2,966	25,27,415	2,124	12,89,863	1,620	58,582	415	2,17,578	4,848
XI. Rolling-stock . "	9,25,18,195	54,083	28,18,698	22,548	1,92,74,420	16,195	1,38,07,259	17,340	...	...	3,79,332	8,452
XII. General charges . "	5,45,34,395	31,879	7,34,665	5,877	88,42,815	7,429	39,60,221	4,973	7,88,387	5,586	4,52,519	10,083
Loss by exchange . "	...	...	...	...	6,53,185	548	2,52,050	317	...	...	1,57,442	3,508
TOTAL . "	(a) 39,99,15,424	2,33,777	(b) 1,23,31,929	98,648	14,73,30,123	1,23,790	(c) 9,98,34,287	1,25,381	1,76,96,520	1,25,383	49,96,325	1,11,326

(a) Including R18,43,339 on account of collieries, R2,95,125 on account of commission, etc., on debenture loans, R14,663 on account of new minor works and R59,306 on account of Delhi station junction works, Delhi-Umballa-Kalka Railway, not included in any of the above heads.
(b) Including R1,01,672 on account of loss on working open line to 21st April 1884 not included in any of the above heads.
(c) Including R3,41,721 on account of commission, etc , on loans, not included in any of the above heads.
(d) The mileage includes 5·63 miles (Meean Meer chord and Ferozepore cantonment to Hussainiwala) used for military traffic only.

No. 2.

distributed over main heads of expenditure, exclusive of steam ferries and suspense items.

VIII. Dhond-Manmád.		IX. Bezwada extension.		STATE LINES WORKED BY THE STATE (STANDARD GAUGE). XI. North Western (State). (d)		XII. Hyderabad-Shadipalli.		XIII. Oudh and Rohilkhand (State).		XIV. Eastern Bengal (State).		XV. Calcutta Port Commissioners'.		XVI. East Coast (State).	
Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
...	...	...	...	170·49	...	...	...	...	...	112·21	...	1·49	...	...	...
145·44	...	20·58	...	2,774·31	...	58·91	...	(f) 950·76	...	155·58	...	7·04	...	(h) 803·25	...
145·44	...	20·58	...	2,944·80	...	58·91	...	950·76	...	267·79	...	8·53	...	803·25	...
1,28,528	884	15,319	744	42,00,978	1,427	36,345	617	11,95,351	1,257	Distribution over main heads cannot be given.	...	(g) 31,753	3,722	5,05,882	630
99,295	683	47,109	2,289	31,84,718	1,081	25,995	441	6,67,702	702		...	41,81,315	4,90,189	22,37,148	2,785
9,14,803	6,290	1,83,329	8,908	6,67,22,710	22,658	1,39,768	2,373	39,95,682	4,203		...	4,25,948	49,935	83,97,093	10,454
22,12,654	15,213	1,62,007	7,872	10,41,78,646	35,377	2,75,131	4,671	1,96,71,399	31,208		...	4,28,033	50,180	1,89,38,343	23,577
4,91,859	3,382	19,536	949	73,11,747	2,483	18,987	322	25,73,498	2,707		...	53,509	6,273	5,83,603	727
...	...	...	...	8,84,702	300	...	...	46,129	48		...	...	...	3,142	4
50,25,405	34,553	6,19,888	30,121	13,77,26,820	46,769	10,06,262	17,081	3,45,15,571	36,303		...	9,59,392	1,12,473	2,76,46,714	34,419
10,27,942	7,068	3,08,340	14,983	4,47,27,065	15,188	1,69,774	2,882	1,23,06,403	12,944		...	3,76,324	44,118	51,59,106	6,423
1,81,771	1,250	9,464	460	96,81,736	3,288	19,519	331	23,70,244	2,493		...	...	...	14,01,719	1,745
17,298	119	20,384	990	6,45,48,475	21,919	3,577	61	1,69,69,899	17,849		...	7,13,975	83,702	98,07,630	12,209
7,75,497	5,332	1,17,275	5,699	3,16,02,871	10,732	1,17,179	1,994	94,15,743	9,903		...	26,691	3,129	53,82,934	6,701
6,56,990	4,517	...	...	87,18,416	29,061	...	...	...	...		...	...	...	...	...
1,15,32,042	79,291	15,02,651	73,015	(e) 48,58,10,154	1,64,972	18,12,837	30,773	11,37,27,621	1,19,617	6,62,95,603	2,47,560	71,[illegible]6,940	8,43,721	8,00,63,314	99,674

(e) Including R23,21,271 on account of maintenance and sundries, not included in any of the above heads.
(f) Including 16·79 miles of mixed gauge from Burwal to Barabanki and 0·59 mile on the Cawnpore bridge.
(g) Of this sum R28,444 represents outlay on construction of line prior to preliminary expenses.
(h) Including 2·99 miles laid on the metre gauge.

STATEMENT

Average mileage capital cost of Indian railways on the 31st December 1899

Length of railway and main heads of expenditure.	Lines worked by Guaranteed Companies (Standard Gauge). XVII. Great Indian Peninsula. Total.	Per mile.	XVIII. Bombay, Baroda and Central India. Total.	Per mile.	XIX. Madras. Total.	Per mile.	Assisted Companies. XX. Delhi-Umballa-Kalka. Total.	Per mile.	XXI. Tarkessur. Total.	Per mile.
Length of line—										
Double . . . . . . Miles	461·92	...	172·68	...	42·40	...	...	...	...	...
Single . . . . "	826·08	...	288·22	...	800·99	...	162·24	...	22·23	...
Total . . "	1,288·00	...	460·90	...	843·39	...	162·24	...	22·23	...
I. Preliminary expenses . . . R	Distribution over main heads cannot be given.	...	Distribution over main heads cannot be given.	...	Distribution over main heads cannot be given.	...	8,07,400	4,977	Distribution over main heads cannot be given.	...
II. Land . . . . "		...		...		...	...	...	...	...
III. Formation . . . . . "		...		...		...	39,38,607	24,276		...
IV. Bridge-work . . . . "		...		...		...	...	...		...
V. Fencing, etc. . . . . "		...		...		...	...	...		...
VI. Electric telegraph . . . "		...		...		...	...	...		...
VII. Ballast and permanent-way. . "		...		...		...	70,87,410	43,685		...
VIII. Stations and buildings . . . "		...		...		...	13,34,580	8,226		...
IX. Plant . . . . "		...		...		...	2,38,836	1,472		...
XI. Rolling-stock . . . . "		...		...		...	...	...		...
XII. General charges . . . . "		...		...		...	9,13,480	5,630		...
Loss by exchange . . . . "		...		...		...	...	...		...
Total "	27,65,95,104	2,14,748	(a) 11,05,89,837	2,39,043	12,02,19,104	1,42,542	(b) 1,54,47,600	95,214	17,84,166	80,259

(a) Including the Pátri branch, the State outlay (R8,08,405) on which was met from the Civil Works Grant. The capital outlay shown in this table is inclusive of this amount.

(b) Including R5,50,369 on account of maintenance and contingencies, and R5,76,918 on account of interest on capital during construction, not included in any of the above heads.

No. [illegible]—*continued.*

distributed over main heads of expenditure, exclusive of steam ferries and suspense items.

(STANDARD GAUGE.)								LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (STANDARD GAUGE).							
XXII. South Behar (Luckeeserai-Gya).		XXIII. Southern Punjab (Delhi-Samásata).		XXIV. Hardwar-Dehra.		XXV. Tápti Valley.		XXVI. Khámgaon.		XXVII. Amraoti.		XXVIII. Bina-Goona-Bárán.		XXIX. Bhopal-Ujjain.	
Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
78·76	...	425·38	...	32·05	...	138·88	...	7·55	...	5·44	...	145·21	...	113·27	...
78·76	...	425·38	...	32·05	...	138·88	...	7·55	...	5·44	...	145·21	...	113·27	...
7,46,511	9,478	12,94,166	3,042	20,655	645		...	369	49	11,799	2,169	92,220	635	94,758	837
...	...	...	...	...	...		...	1,116	148	2,450	450	2,267	16	2,771	24
7,31,864	9,292	11,08,693	2,606	5,73,880	17,906		...	44,036	5,832	20,377	3,746	13,73,164	9,456	8,07,815	7,132
37,14,514	47,162	8,21,843	1,932	5,55,692	17,338		...	57,634	7,633	62,106	11,417	20,78,254	14,312	17,33,579	15,305
49,375	627	1,86,198	438	27,611	862		...	7,366	975	11,690	2,151	2,67,841	1,844	80,226	708
...	...	...	...	...	...	Distribution over main heads cannot be given.	...	...	...	...	...	2,156	15	28,534	152
35,96,562	45,665	1,42,24,532	33,440	7,94,788	24,798		...	3,10,958	41,187	2,43,889	44,832	46,82,373	32,245	37,48,649	33,095
6,29,972	7,999	23,54,108	5,534	1,46,632	4,575		...	53,602	7,100	54,425	10,005	5,03,839	3,470	4,44,054	3,930
7,72,536	9,809	59,803	141	25,653	800		...	3,433	455	3,016	554	50,245	346	18,064	159
...	...	...	...	...	...		...	11,669	1,546	8,641	1,588	22,259	153	...	...
7,48,316	9,501	15,60,814	3,669	1,94,033	6,054		...	31,967	4,234	29,709	5,461	8,50,866	5,860	6,95,840	6,143
...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
(c) [illegible],17,30,134	1,49,189	(d) 2,26,02,986	53,136	23,38,944	72,978	1,06,17,653	76,452	5,22,150	69,159	4,48,111	82,373	(e) 99,31,680	68,395	76,54,290	67,575

(c) Including R2,277 on account of discount allowed on calls paid in advance, R7,08,107 on account of interest during construction, and R50,110 on account of maintenance for 2 years after opening, not included in any of the above heads.
(d) Including R9,92,829 on account of interest on capital, not included in any of the above heads.
(e) Including R6,196 on account of interest on capital works in the Bina yard, not included in any of the above heads.

STATEMENT

Average mileage capital cost of Indian railways on the 31st December 1899

LENGTH OF RAILWAY AND MAIN HEADS OF EXPENDITURE.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (STANDARD GAUGE)—concluded.									
	XXX. BHOPAL-ITÁRSI (NATIVE STATE SECTION) (a).		XXXI. THE NIZAM'S GUARANTEED STATE.		XXXII NÁGDÁ-UJJAIN.		XXXIII. THE GAEKWAR'S PETLÁD.		XXXIV. KOLAR GOLD-FIELDS.	
	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
Length of line—										
Double . . . . . . Miles	...	...	...	...	...	...	...	...	...	...
Single . . . . "	57·39	...	330·13	...	34·32	...	13·35	...	10·00	...
TOTAL . . "	57·39	...	330·13	...	34·32	..	13·35	...	10·00	...
I. Preliminary expenses . . R	...	..	Distribution over main heads cannot be given.	...	10,938	319	7,991	599	6,268	627
II. Land . . . . "	15,543	271		...	...	...	...	...	19,102	1,910
III. Formation . . . . . "	15,88,771	27,684		...	1,76,367	5,139				
IV. Bridge-work . . . . . "	18,68,131	32,551		...	4,62,419	13,474	94,053	7,046	2,35,408	23,541
V. Fencing, etc. . . . . "	2,12,821	3,708		...	11,388	332				
VI. Electric telegraph . . . "	407	7		...	603	18	...	...	...	...
VII. Ballast and permanent-way . "	23,65,277	41,214		...	13 23,286	38,557	4 33,413	32,465	3,40,956	34,096
VIII. Stations and buildings . . . "	8,50,452	14,819		...	80,650	2,350	1,66,948	12 505	1,00,262	10,026
IX. Plant . . . . "	42,773	715		...	1,228	36	...	...	7,093	709
XI. Rolling-stock . . . . "	55,651	970		...	...	...	...	...	...	...
XII. General charges . . . . "	3,62,112	6,310		...	1,67,467	4,879	38,294	2,868	(b) 39,557	3,956
Loss by exchange . . . "	...	...		...	...	...	...	...	...	...
TOTAL . . "	73,61,938	1,28,279	4,08,92,996	1,23,869	22,34,346	65,104	7,40,704	55,483	7,48,646	74,865

(a) Including the Bhopal-Itársi railway (British section).
(b) Including cost of electric telegraph.

No. 2—*continued.*

distributed over main heads of expenditure, exclusive of steam ferries and suspense items.

LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY (STANDARD GAUGE). XXXVI. Rájpura-Bhatinda. Total.	XXXVI. Rájpura-Bhatinda. Per mile.	XXXVII. Jammu and Kashmir (Native State Section). Total.	XXXVII. Jammu and Kashmir (Native State Section). Per mile.	STATE LINES WORKED BY COMPANIES (METRE GAUGE). XXXIX. Bengal and North-Western. Tirhoot section. Total.	XXXIX. Tirhoot section. Per mile.	XXXIX. Company's section. Total.	XXXIX. Company's section. Per mile.	XL. Rohilkund and Kumaon (Lucknow-Barkilly section). Total.	XL. Per mile.	XLI. Rajputana-Malwa. Total.	XLI. Per mile.	XLII. Pálanpur-Deesa. Total.	XLII. Per mile.	XLIII. Southern Mahratta. Total.	XLIII. Per mile.
...	...	...	...	...	...	...	...	...	...	1'14	...	...	.	...	...
107'05	...	15'92	...	341'80	...	743'00	...	231'17	...	(e) 1,671'33	...	17'28	...	1,042'04	...
107'05	...	15'92	...	341'80	...	743'00	...	231'17	...	1,672'47	...	17'28	...	1,042'04	...
59,422	555	23,934	1,503	1,83,608	537	5,25,001	707	1,62,700	704	22,71,382	1,358	1,973	114	10,90,895	1,047
46,494	434	...	.	11,61,633	3,398	...	...	2,54,693	1,102	13,87,698	830	...	...	11,14,862	1,070
2,75,955	2,578	34,955	2,196	11,65,526	3,410	35,19,753	4,737	5,67,680	2,456	73,29,335	4,382	64,414	3,728	1,91,68,368	18,395
5,37,820	5,024	1,35,428	8,507	43,17,434	12,630	97,76,416	13,158	8,52,021	3,686	2,17,07,280	12,979	59,429	3,439	1,86,98,285	17,944
2 04,472	1,910	2,175	137	9,18,328	2,686	4 79,058	645	1,94,796	843	31,06,539	1,853	10,037	581	15,52,011	1,489
...	...	170	10	14,036	41	27,092	36	...	...	...	...	...	...	...	...
41,57,854	38,840	5,66,608	35,591	81,14,567	23,741	1,45,10,272	19,529	37,25,755	16,117	3,80,47,175	22,749	2,09,667	12,134	2,17,03,405	20,828
10,72,746	10,021	1,31,770	8,277	32,47,105	9,500	47,19,680	6,352	9,51,687	4,117	1,86,99,626	11,181	51,175	2,961	1,19,34,298	11,453
82,433	770	5,336	335	5,96,071	1,747	15,20,164	2,046	2,25,369	975	30,65,004	1,833	6,672	386	30,15,649	2,894
...	...	...	...	50,37,914	14,739	58,95,794	7,935	17,93,100	7,759	2,15,80,485	12,903	...	...	1,12,71,362	10,817
2,68,589	2,509	60,444	3,797	13,81,158	4,041	31,09,453	4,185	4,80,812	2,080	83,47,815	4,991	14,897	862	65,09 754	6,247
...	...	...	..	7,01,770	2,062	...	...	42,150	182	49,08,971	2 935	...	...	4,91,090	471
67,03,785	62,641	9,60,820	60,353	2,68,42,150	78,532	(c) 4,60,45,783	62,780	(d) 92,92,292	40,197	3,04,51,310	77,999	4,18,264	24,205	9,65,49 979	92,055

(c) Including R23,86,761 on account of interest on capital during construction, and R1,76,339 on account of "Maintenance allowed to be charged to capital" not included, in any of the above heads.
(d) Including R41,029 on account of interest on capital during construction, not included in any of the above heads.
(e) Including 26'28 miles of mixed gauge from Bhátinda to Kot Kapura and 28'08 miles of standard gauge between Kot Kapura and Ferozepore.

STATEMENT

Average mileage capital cost of Indian railways on the 31st December 1899

Length of railway and main heads of expenditure.	State Lines Worked by Companies (Metre Gauge)							
	XLIV. Guntakal-Mysore Frontier.		XLV. Southern Mahratta (Mysore section.)		XLVI. South Indian.		XLVII. Mayavaram-Mutupet.	
	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
Length of line—								
Double . . . . Miles	...	...	...	...	...	...	...	...
Single . . . . "	119·50	...	296·00	...	1,030·53	...	53·99	...
Total . . "	119·50	...	296·00	...	1,030·53	...	53·99	...
I. Preliminary expenses . . . . . R	59,327	496	2,95,375	998	10,11,868	982	16,171	300
II. Land . . . . "	28,440	238	1,51,320	511	5,45,925	530	1,75,506	3,251
III. Formation . . . . "	7,83,879	6,560	24,19,645	8,175	51,67,057	5,014	2,42,988	4,501
IV. Bridge-work . . . . "	20,32,587	17,009	20,11,024	6,794	1,43,87,209	13,961	8,45,768	15,665
V. Fencing, etc. . . . . "	56,997	477	1,40,495	475	15,93,111	1,546	29,897	554
VI. Electric telegraph . . . . . . "	1,345	11	...	...	98,706	96	2,536	47
VII. Ballast and permanent-way . . . "	18,22,222	15,249	50,96,777	17,219	1,86,72,023	18,119	6,72,925	12,464
VIII. Stations and buildings . . . . "	4,71,540	3,946	14,98,490	5,062	76,29,733	7,403	2,24,666	4,161
IX. Plant . . . . "	28,579	239	3,51,356	1,187	17,10,362	1,660	14,557	270
XI. Rolling-stock . . . . . "	...	...	24,26,038	8,196	1,26,20,898	12,247	...	...
XII. General charges . . . . "	6,13,692	5,135	9,12,612	3,083	79,90,774	7,754	2,72,341	5,044
Loss by exchange . . . . . . "	...	...	...	...	2,42,360	235	...	...
Total . . "	58,98,608	49,361	1,53,03,132	51,700	(a) 7,27,88,306	70,632	24 97,355	46,256

(a) Including R11,18,280 on account of "Maintenance," not included in any of the above heads.

No. 2—*continued.*

distributed over main heads of expenditure, exclusive of steam ferries and suspense items.

—*concluded.*				STATE LINES WORKED BY THE STATE (METRE GAUGE).						ASSISTED COMPANIES (METRE GAUGE.)	
XLVIII. Assam-Bengal.		XLIX. Burma.		L. Eastern Bengal (State). Northern and Behar sections, including the Kaunia-Dharlla (2′ 6″ gauge) branch.		L. Eastern Bengal (State). Dacca section.		LI. Cawnpore-Burhwal (metre gauge link).		LIII. Deoghur.	
Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
...	...	12'00	...	...	...	...	...	...	...	...	...
434'66	...	981'34	...	478'47	...	85'92	...	(d) 79'60	...	4'79	...
434'66	...	993'34	...	478'47	..	85'92	...	(d) 79'60	...	4'79	...
10,73,238	2,469	19,74,617	1,988	1,97,023	412	1,27,561	1,485	31,729	399	Distribution over main heads cannot be given.	...
31,31,724	7,205	13,16,007	1,325	13,37,178	2,795	5,32,167	6,194	93,403	1,173		...
1,28,41,474	29,544	1,16,10,506	11,688	34,15,980	7,139	6,95,702	8,097	1,37,429	1,726		...
81,81,469	18,823	1,35,34,168	13,625	77,70,982	16,241	5,88,703	6,852	2,65,770	3,339		...
9,76,462	2,246	28,72,094	2,891	11,11,895	2,324	1,08,963	1,268	2,58,747	3,250		...
...	...	9,238	9	7,210	15	...	...	...	...		...
94,50,422	21,742	2,28,20,293	22,973	1,05,42,705	22,034	17,80,833	20,726	12,15,918	15,275		...
43,31,359	9,965	84,48,362	8,505	46,44,411	9,707	12,97,871	15,106	4,02,431	5,056		...
10,56,698	2,431	15,41,961	1,552	12,45,733	2,604	2,18,879	2,547	4,760	60		...
30,28,215	6,967	1,20,29,142	12,110	71,25,432	14,892	11,62,625	13,531	...	...		...
68,04,325	15,654	73,82,914	7,433	30,38,925	6,351	3,62,982	4,225	1,02,901	1,293		...
...	...	12,50,610	1,259	9,31,358	1,947	3,05,500	3,556	...	...		...
(b)&(c) 5,09,62,030	1,17,246	8,47,89,912	85,358	4,13,68,832	86,461	71,81,786	83,587	25,13,088	31,571	2,86,180	59,745

(b) Excluding interest on capital during construction.
(c) Including R86,644 on account of repairs to the Arracan yard, and protection of river bank and landing arrangements at Chandpur, not included in any of the above heads.
(d) Including 16'79 miles of mixed gauge from Burhwal to Barabanki and 0'59 mile on the Cawnpore bridge.

STATEMENT

Average mileage capital cost of Indian railways on the 31st December 1899.

LENGTH OF RAILWAY AND MAIN HEADS OF EXPENDITURE.		ASSISTED COMPANIES (METRE									
		LIV. BRAHMAPUTRA-SULTANPUR.		LV. MYMENSINGH-JAMÁLPUR-JAGANNATHGANJ.		LVI. ROHILKUND AND KUMAON (COMPANY'S SECTION).		LVII. SEGOWLIE-RAXAUL		LVIII. BENGAL DOOARS.	
		Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
Length of line—											
Double	Miles	...	...	...	...	...	...	...	...	...	...
Single	"	24·50	...	53·37	...	53·92	...	18·09	...	36·40	...
TOTAL	"	24·50	...	53·37	...	53·92	...	18·09	...	36·40	...
I. Preliminary expenses	R	6,240	255	4,240	79	90,660	1,681	Distribution over main heads cannot be given.	...	1,66,849	4,584
II. Land	"	...	...	...	...	2,277	42		...	...	...
III. Formation	"	1,35,777	5,542	1,33,069	2,493	1,28,276	2,379		...	3,52,655	9,688
IV. Bridge-work	"	1,37,658	5,619	1,45,437	2,725	1,53,387	2,845		...	3,70,352	10,175
V. Fencing, etc.	"	3,750	153	21,756	408	36,313	673		...	1,782	49
VI. Electric telegraph	"	...	...	...	...	...	...		...	...	...
VII. Ballast and permanent-way	"	4,19 976	17,142	10,11,813	18,959	8,97,160	16,639		...	7,18,803	19,747
VIII. Stations and buildings	"	40,217	1,641	1,66,585	3,121	1,66,808	3 094		...	1,93,734	5,322
IX. Plant	"	8,282	338	22,837	428	51,784	960		...	11,368	312
XI. Rolling-stock	"	...	...	...	...	4,31,551	8,004		...	3,84,947	10,576
XII. General charges	"	49,095	2,004	66,665	1,249	1,81,764	3,371		...	2,14,980	5,906
Loss by exchange	"	...	...	...	...	...	...		...	...	...
TOTAL	"	8,00 995	32,694	(a) 15,73,456	29,482	21,39,980	39,688	(b) 10,30,589	56,970	(c) 24,72,502	67,926

(a) Including R1,054 on account of "Maintenance," not included in any of the above heads.
(b) Including R10,784 on account of interest on capital during construction.
(c) Including R37,877 on account of interest on capital during construction, and R19,155 on account of "Maintenance," not included in any of the above heads.

[N]o. 2—continued.

[D]istributed over main heads of expenditure, exclusive of steam ferries and suspense items.

[G]AUGE)—concluded.								LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (METRE GAUGE).			
LIX. DIBRU-SADIYA.		LX. LEDO AND TIKAK-MARGHERITA COLLIERY.		LXI. AHMEDABAD-PARÁNTIJ.		LXII. NILGIRI.		LXIII. THE GAEKWAR'S MEHSÁNA.		LXIV. HYDERABAD-GÓDÁVARI VALLEY.	
Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
...	...	...	...	...	...	...	...	...	...	...	...
77·50	...	7·50	...	54·59	...	16·90	...	92·63	...	154·23	...
77·50	...	7·50	...	54·59	...	16·90	...	92·63	...	154·23	...
1,63,265	2,107		...	64,565	1,183		...	10,067	109	(f) 9,31,156	6,037
36,954	477		...	11,120	204		...	...	...	...	...
			...	1,30,634	2,393		...	3,04,742	3,290	9,81,402	6,363
11,30,891	14,592	Distribution over main heads cannot be given.	...	2,76,400	5,063	Distribution over main heads cannot be given.	...	5,71,256	6,167	12,36,575	8,018
			...	20,482	375		...	61,334	662	58,129	377
			...	1,567	29		...	...	...	...	...
17,44,755	22,513		...	10,01,893	18,353		...	16,80,960	18,147	23,97,001	15,542
2,30,336	2,973		...	1,81,116	3,318		...	4,40,890	4,760	4,07,232	2,640
5,03,491	6,497		...	12,079	221		...	33,139	358	52,419	340
15,54,011	20,053		...	...	...		...	16,026	173	10,83,053	7,022
16,70,470	21,554		..	1,58,591	2,905		...	1,65,198	1,783	4,70,285	3,049
...	...		...	...	...		...	...	...	...	...
(d) 72,85,349	94,005	12,83,416	1,71,122	(e) 19,32,206	35,395	47,87,869	2,83,306	33,83,612	35,449	(g) 75,80,623	49,151

(d) Including R2,51,176 on account of "Purchase concession," not included in any of the above heads.
(e) Including R71,962 on account of interest on capital during construction and R1,797 on account of interest on loan.
(f) Including R7,60,893 on account of Finance expenses.
(g) Excluding R30,629 on account of receipts on capital account which cannot be distributed over the above heads.

STATEMENT

Average mileage capital cost of Indian railways on the 31st December 1899

Length of railway and main heads of expenditure.		LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (METRE GAUGE)—concluded.							
		LXV. Kolhápur.		LXVI. Yesvantpur-Mysore Frontier.		LXVII. Mysore-Nanjangúd.		LXVIII. Birur-Shimoga.	
		Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
Length of line—									
Double	Miles	...	...	...	...	...	...	...	...
Single	"	29·07	...	51·35	...	15·80	...	38·50	...
Total	"	29·07	...	51·35	...	15·80	...	38·50	...
I. Preliminary expenses	R	13,858	477	64,092	1,248	15,210	963	17,608	457
II. Land	"	30,119	1,036	25,287	492	3,005	190	1,972	51
III. Formation	"	2,68,591	9,240	5,46,287	10,639	1,34,407	8,507	4,85,916	12,621
IV. Bridge-work	"	11,22,548	38,615	5,46,629	10,645	95,767	6,061	4,17,923	10,855
V. Fencing, etc	"	41,668	1,433	65,247	1,271	26,623	1,685	30,840	801
VI. Electric telegraph	"	...	...	...	...	...	...	...	...
VII. Ballast and permanent-way	"	4,91,136	16,895	8,54,375	16,638	2,43,694	15,424	7,11,140	18,471
VIII. Stations and buildings	"	2,29,259	7,886	1,21,932	2,375	57,565	3,643	1,66,539	4,326
IX. Plant	"	7,059	243	35,846	698	5,651	358	40,443	1,051
XI. Rolling-stock	"	...	...	...	...	...	...	...	...
XII. General charges	"	1,20,569	4,148	1,43,378	2,792	39,931	2,527	1,42,055	3,690
Loss by exchange	"	...	...	...	...	...	...	...	...
Total	"	23,24,807	79,973	24,03,073	46,798	6,21,853	39,358	20,14,436	52,323

No. 2—*concluded.*

distributed over main heads of expenditure, exclusive of steam ferries and suspense items.

LINES OWNED AND WORKED BY NATIVE STATES (METRE GAUGE).

LXXII. Jodhpur-Bikaner.				LXXIII. Udaipur-Chitor.		LXXIV. Bhávnagar-Gondal-Junágad-Porbandar.		LXXV. Jetalsar-Rájkot.		LXXVI. Jámnagar.		LXXVII. Dhrangadrá.	
Jodhpur section.		Bikaner section.											
Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.	Total.	Per mile.
...	...	...	...	...	...	...	...	...	...	...	...	...	...
380'50	...	95'00	...	67'30	...	328'97	...	46'23	...	50'29	...	20'83	...
380'50	...	95'00	...	67'30	...	(a) 328'97	...	46'23	...	(b) 50'29	...	20'83	...
59,651	157	11,177	118	7,522	112	1,19,442	363	14,238	307	18,973	377	5,814	279
1,621	4	2,325	25	...	...	63,889	194	15,427	334	...	...	542	26
3,55,747	935	1,69,109	1,780	2,86,196	4,252	17,20,680	5,230	2,44,962	5,299	2,40,675	4,786	62,746	3,012
2,30,607	630	10,767	113	2,11,360	3,141	43,52,190	13,230	2 29,786	4,970	5,06,124	10,064	49,206	2,362
2,991	8	2,656	28	10,144	151	1,01,330	308	67,090	1,451	18,096	360	5,225	251
1,16,051	305	15,747	166	...	...	11,774	36	...	...	...	...	...	...
58,26,836	15,313	15,15,735	15,955	9,28,046	13,790	50,50,531	15,353	6,82,164	14,756	7,99,745	15,903	3,21,461	15,433
4,42,434	1,163	83,355	877	1,33,821	1,988	26,35,742	8,012	2,30,682	4,990	2,01,569	4,008	86,476	4,152
95,348	251	9,227	97	17,586	261	3,29,660	1,002	15,885	344	17,654	351	8,231	395
8,95,222	2,353	1,81,083	1,906	2,30,427	3,424	23,13,317	7,032	...	...	3,99,314	7,940	...	...
1,12,695	296	13,553	143	1,09,810	1,632	8,93,481	2,716	82,974	1,795	95,232	1 894	24,387	1,171
...	...	...	...	...	...	...	...	...	...	...	...	...	...
81,8,213	21,415	20,14,734	21,208	19,34,912	28,751	1,75,92,036	53,476	15,83,208	34,246	22,97,377	45,683	5,64,088	27,081

(a) Excluding 4'87 miles of dock estates and quarry lines, constructed and maintained by the Native states as undertakings separate from the Bhávnagar-Gondal-Junagad-Porbandar railway.
(b) Excluding 3'99 miles of Bedi Bandar dock estate, constructed and maintained by the Native state as a separate undertaking.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	NAME OF BRIDGE.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
(Standard gauge.)					Feet.	Feet.	Feet.	Feet.	Tons.	R
EAST INDIAN.	1	Soane	22nd Dec. 1862	28	150·00	4,726·00	32	35·60	3,702·00	...
	2	Jumna (Allahabad)	15th Aug. 1865	16	14 of 200·00 2 of 30·00	3,150·00	42	58·75	4,300·00	29,86,000
	3	Jumna (Delhi)	1st Jan. 1867	12 2	211·50 30·00	2,697·00	7 to 39	24·00	3,491·00	5,28,475
	4	Jubilee (over the Hooghly, between Hooghly station on the E. I. R. and Naihâti on the E. B. S. R.)	15th Mar. 1887	2 1	523 67 106·50	1,213·25	98·50	55·00	3,460·15	(f) 10,71,653
		Do. Approach viaducts — Naihâti		29	10·83	441·00	...	...	...	...
		Do. Approach viaducts — Hooghly		35 74 1 1 1	10·83 29·17 25·83 43·00 48·00	3,278·00	...	...	...	...
	5	Barâkar	4th Sept. 1893	1 5 6 5	200·00 150·00 100·00 (h) 29·25	(i) 1,850·00	(j) 5 to 85 (k)	(l)	1,307·00	4,13,002
	6	Sone (Dehri)	22nd Feb. 1900	93	100·00	10,052·00	38·00	26·50	6,510·00	18,15,965
	7	Tonse	4th April 1864	7 2	150·00 32·00	1,194·00	27·75	59·67	1,307·00	8,74,865
BENGAL-NÂGPUR.	8	Kanhân	1st Sept. 1887	6 2	170·00 60 00	1,237·00	9 to 26	50·00	1,061·10	3,81,109
	9	Weinganga	29th Apl. 1889	9	150·00	1,450·00	21	54·00	1,234·47	(o) 7,38,652
	10	Sheonath No. II	31st May 1889	14	150·00	2,250·00	6 to 12	57·00	1,912·40	4,92,353
	11	Eeb	1st Aug. 1890	9	150·00	1,461·00	42 to 55	38·00	1,229·40	2,63,513
	12	Damoodur	12th June 1890	10 2	200·00 100·00	2,364·00	4 to 75	40·75	2,330·00	3,62,448
	13	Subanrika	......	11 2	150·00 60·00	1,895·50	65·00	30·00	1,553·00	4,95,498
	14	Byturney	......	15	150·00	2 400·00	73·01	28·07	2,173·00	4,95,840
	15	Brahmini	......	29	150·00	4,640·00	78·06	31·83	4,162·05	10,34,301
	16	Berupa	......	16	100·00	1,728 00	45·18	32·96	1,172·80	3,41,436
	17	Mahanadi	......	64	100 00	6,912·00	68·80	28·54	4,691·20	15,01,554
	18	Kuakhai	......	20	150·00	3,210·00	80 73	36·32	2,870 00	7,31,465
	19	Kathjori	......	18	150·00	2,800·00	80·81	40·32	2,583·00	6,97,193
INDIAN MIDLAND.	20	Chumbal	15th May 1891	12 2	186·00 136·00	2,714·00	75	107·20	3,026·00	17,39,057
	21	Jumna (Kalpi)	1st Feb. 1888	10	250·00	2,626·00	90	77·00	3,200·00	12,65,842
	22	Betwa (Mânikpur)	5th June 1889	13 1	150·00 60·00	2,166·00	13	91·04	1,772·30	8,19,541
	23	Ken (Bânda)	1st Aug. 1889	12 1	100·00 250·00	1,558·00	4	70·82	1,125·30	3,92,243
	24	Betwa (Lalitpur)	1st Jan. 1889	9	150·00	1,446·00	12	58·14	1,200·86	4,02,749
BHOPAL-ITARSI.	25	Nerbudda	18th Nov. 1884	14 1	150·00 60·00	2,306·00	4	64·50	1,980·00	3,45,696

N.B.—Bridges costing less than R6,00,000 each

No. 3.

large railway bridges in India up to the 31st March 1900.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works where separately stated.	Cost of erection of girders per ton.	Serial No.	Remarks.
R	R	R	R	R		
(a)10,33,324	...	(b)43,33,324	917	79	1	Has the rails above and the roadway below. The roadway was subsequently doubled. (a) Represents the cost of the second line only. (b) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed, as well as the cost of iron work for the first line.
(c)14,60,300	...	(d)44,46,300	1,412	110	2	The substructure of this bridge is for a double line, but the girders are erected for a single line only. It has the rails above and the roadway below. (c) Of this amount R13,13,000 represents the cost of girders, and R1,47,300 the cost of upper and lower roadways. (d) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed.
10,49,779	...	(e)16,60,355	616	74	3	The girders of this bridge are erected for a double line. It has the rails above and the roadway below. (e) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed. (f) Including charges on account of plant, R3,81,544, and supervision, R3,19,456. (g) Estimated.
21,78,852	1,21,184	33,71,689	2,679	(g)350		
...	...	64,611	147	...	4	The approach viaducts are brick arches.
...	...	4,80,263	147	...		
3,79,078	(m) 13,726	8,05,806	428	58	5	(h) In viaducts. (i) From front to front of abutments. (j) On rock.
15,62,400	1,50,000	*35,28,365	336	25	6	(k) In sand. (l) Deck bridge various. 75 feet to rails. (m) Stone round piers only No training works.
4,54,473	...	(n) 14,08,401	1,180	138	7	The superstructure of this bridge is for a double line but the girders are erected for a single line only, hanging decked with corrugated steel floor plates. Hand rails on both sides, and a foot way below between girders for inspection. Rails above.
2,78,632	13,174	6,72,915	533	Not known .	8	* Approximate. (n) Including R79,063 on account of cost of flooring.
(p) 2,42,833	(q) 22,248	10,03,733	677	43	9	Has been converted from metre to standard gauge. The expenditure shown represents the cost of the bridge as a standard gauge one. Metre gauge was opened on the 7th June 1882 and standard gauge on the 29th April 1889.
3,91,240	...	8,33,593	393	87	10	(o) Including the cost of the old metre gauge bridge (R6,74,612). (p) Actual cost of girders only. (q) Cost of protective works as it was on the metre gauge bridge. The cost of the metre gauge girders removed, which is not included in these figures, was R2,40,803.
3,42,958	23,856	6,30,329	415	...	11	
6,36,230	40,328	10,39,006	422	65	12	
4,15,734	37,033	9,48,265	514	68	13	
3,97,856	29,299	10,26,889	372	33	14	
7,77,307	1,13,651	21,32,703	390	34	15	
2,19,371	26,602	6,44,871	325	38	16	
9,42,445	88,282	27,54,316	354	32	17	These figures are not final as the bridges have only just been completed and the accounts have not been finally closed.
6,63,661	37,714	14,53,268	486	31	18	
5,96,241	35,741	13,84,055	501	31	19	
9,02,295	6,29,683	32,71,035	973	78	20	
11,41,231	1,59,564	25,66,637	917	107	21	The abutments and piers are built for a double line, but the girders are erected for a single line only, with a roadway on the same level, which has been brought into use from the 1st May 1895.
5,74,179	...	13,93,720	643	85	22	
3,39,954	...	7,32,197	471	84	23	
3,50,308	2,615	7,64,672	527	64	24	The abutments are built for a double line.
5,77,925	...	(r) 9,44,171	422	85	25	(r) Including some special items not separately detailed.

are not included in this statement.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	Name of bridge.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder level.
(Standard gauge—*concluded*.)					Feet.	Feet.	Feet.	Feet.	Tons.	R
East Coast State.	49	Kistna	17th Mar. 1893 for coal traffic, and 1st Jan. 1894 for metre gauge traffic.	12	293	3,736·00 outside and 3,684·00 inside abutments.	80·50	46·50	6,426·00	13,70,000
	50	Rushu Kulya	1st Sept. 1895	10	150	1,598·00	70	23·00	1,437·25	3,33,096
	51	Penner	20th Dec. 1898	23 5	70·00 40·00	1,990·00	8·59 to 40·40	39·58 to 42·17	911·75	(a) 3,97,812
Great Indian Peninsula.	52	Kistna	9th Oct. 1873	36	100·00	3,855·00	(b) 9	48·67	2,556·00	(c)6,11,163
	53	Tapti	12th Aug. 1872	5 28	138·00 59·00	2,556·00	15·96	60·33	2,392·00	(d)7,72,163
	54	Nerbudda	8th Mar. 1870	5 6	137·00 40·00	1,052·00	4·60	81·33	525·00	4,06,032
Bombay, Baroda and Central India.	55	Nerbudda { Old. New.	23rd June 1861 16th May 1881	25	183·50	4,687·50	76	48·50	4,650·00	23,21,000
	56	Tapti	19th Nov. 1860	30	60·00	1,875·00	20	50·50	...	...
	57	Cheyer { Old. New.	1st Sept. 1865 1st May 1880	50	64·00	3,500·00	100	14·00	988·00	9,10,934
Madras.	58	Tungabhadra	16th Jan. 1871	58	64·00	4,060·00	14	34·00	1,065·00	4,93,031
	59	Penner { Old. New.	May 1869 1st Oct. 1889	13	131·00	1,830·00	33 to 54·33	22·00	1,999·00	...
	60	Chitravati { Old. New.	1st Sept. 1868 6th Mar. 1890	19	131·00	2,670·00	18 to 78	18·00	2,938·00	...
	61	Papaghni { Old. New.	Aug. 1866 1st July 1892	20 15	64·00 131·00	1,410·00 2,110·00	... 52·50 to 62·00	... 15·00	... 2,391·00	... 5,93,030
South Behar (Luckerserai-Gya.)	62	Phulgu	3rd July 1899	18 1	100·00 30·00	2,064·00	45·00	18·00	1,520 00	5,74,661
(Metre gauge.) Bengal and North-Western Tirhoot section.	63	Gandak	25th Apl. 1887	8	250·00	2,176·00	40 to 90	40·46	2,495·00	6,07,133
Company's section.	64	Rapti	15th June 1886	9	150·00	1,445·00	86	41·00	1,145·70	4,93,956
	65	Elgin	24th Dec. 1898	17	200·00	3,695·00	94 to bottom of well curbs.	28·50	4,199·00	6,51,137
Rajputana-Malwa.	66	Jumna (Agra)	1st Jan. 1876	16 6	133·00 23·00	2,272·00	70	31·66	2,551·40	3,92,886
	67	Nerbudda	14th June 1877	14	183·00	(g)2,836·00	14	80·00	2,362·00	9,39,407
	68	Jumna (Muttra)	15th Dec. 1884	7	150·00	1,146·00	71	27·00	1,309·00	3,06,341
Southern Mahratta.	69	Bhima	1st Aug. 1884	14	150·00	2,342·00	18·50	58·77	1,680·00	3,33,256
	70	Kistna (Bijápur branch)	1st Aug. 1884	21	150·00	3,392·00	13·00	43·17	2,498·00	3,43,345
	71	Kistna (Poona branch)	2nd Feb. 1888	14	150·00	2,339·50	4·17	75·79	1,897·12	2,65,228
	72	Hagari	4th Oct. 1877	34	64·00	2,396·00	68·25	16·30	660·90	6,42,732
	73	Dorabavi Viaduct	15th June 1890	1 2 1	250·00 150·00 66·50	670·00	...	(f)29·00 to 179·63	560·00	3,33,934
Guntakal-Mysore Frontier.	74	Penner	1st June 1892	11	150·00	1,740·00	21·00 to 55·00	18·71	1,007·00	2,89,774
Assam-Bengal.	75	Barak	23rd Apl. 1899	8 1 1 1	60·00 276·00 250·00 224·00	1,364·00	(v)	70·21	1,107·00	4,72,416

No. 3—concluded.

Large railway bridges in India—concluded.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works where separately stated.	Cost of erection of girders per ton.	Serial No.	REMARKS.
R	R	R	R	R		
31,60,000	4,47,000	39,77,000	945	34	49	The cost of approaches, R5,23,272, has not been entered.
3,41,642	41,453	7,16,101	422	57	50	
1,83,921	40,208	6,21,941	321	30	51	(a) Including R10,485 on account of materials at site, and one well curb costing R9,795.
6,61,903	...	12,73,066	330	30	52	The girders are for a single line, and the piers for a double line. (b) Nine piers and two abutments are founded above low-water level. (c) Including R25,656, being the cost of other items not separately detailed.
7,90,275	64,910	16,27,248	611	71	53	Carries a double line. (d) Including R95,918, being the cost of other items not separately detailed.
2,63,064	...	6,69,096	636	235	54	The girders are for a single line, and the piers for a double line.
12,58,929	(e) 5,12,368	(f) 40,92,297	764	49	55	The figures as to cost refer to the new bridge only; the cost of the old bridge is not known. (e) Including some special items not separately detailed. (f) Excluding cost of the approaches.
...	...	(g) 12,13,452	647	...	56	(g) Including R5,948, being the cost of raising rail-level on up and down lines and R3,05,422 on account of the cost of the renewal of Warren girders with 60 feet plate girders.
1,95,689	...	(h) 12,45,464	356	...	57	(h) Including some special items not separately detailed, but excluding the cost of the old bridge, R4,06,293.
1,99,921	...	(i) 7,55,756	186	54	58	(i) Including some special items not separately detailed.
2,84,610	...	(j) 11,32,077	619	...	59	The cost does not include the expenditure incurred on the old bridge, R1,72,576. (j) Includes some special items not separately detailed.
3,85,833	...	(j) 13,58,194	509	...	60	The cost does not include the expenditure incurred on the old bridge, R3,54,705.
...	...	(k) 1,62,354	...	...	61	(k) Approximate.
3,63,332	38,568	9,94,930	453	(l) 12		(l) Including superintendence and all charges after girders were unloaded from wagons.
3,70,681	15,060	9,60,402*	458	25	62	Has the rails over girders. Pathway below formation, decked with corrugated sheets, girders hanging. * Approximate.
7,29,506	48,244	(m) 13,84,883	614	61	63	Has a foot-way on each side, supported on wrought-iron brackets and provided with a hand-rail. (m) Excluding cost of viaduct, R1,40,505.
(n) 3,29,522	6,34,665	(o) 14,58,143	570	65	64	(n) Including cost of erection of girders, R74,543. (o) Including R28,971, on account of protective works, Rapti bridge, incurred during 1894-95.
11,08,733	5,31,708	22,91,578	479	47	65	Has military block houses at either end and a roadway at rail level which is being adapted to artillery.
6,90,683	48,776	(p) 18,33,877	786	85	66	Lattice girders carrying the rails below and the carriage road above. This bridge is built for and carries the standard gauge. (p) Including some special items not separately detailed
4,42,205	777	(r) 18,73,925	660	106	67	Triangulated girders—designed to carry the rails above and a carriage road below. (q) Including two abutment spans. (r) Including some special items not separately detailed.
3,72,000	14,194	(s) 8,49,000	728	35	68	Has a combined road and railway on the same level. (s) Including some special items not separately detailed.
4,71,097	26,419	8,30,772	343	73	69	
7,48,444	47,852	11,39,641	322	74	70	
4,79,402	5,474	7,50,104	318	...	71	
1,21,173	...	7,63,905	319	...	72	
3,61,198	405	(u) 6,95,537	1,038	100	73	(t) The height is from ground to underside of girders. (u) Including charges on account of hand-railing.
3,10,941	1,49,430	7,50,145	345	40	74	
4,38,442	21,561	9,32,413	682	133	75	(v) South abutment 34·08'. North abutment 35·00'. Pier 1, 72·33'; Pier 2, 82·00'. Land spans above L. W. level 27·54'.

STATEMENT

Cost and particulars of the important tunnels

Railway.	Serial No.	Name of tunnel.	Position of tunnel (nearest station).	Single or double line.	Gauge.	Length.					Total cost, including tools and plant.
						Unlined.	¼ lined.	¾ lined.	Completely lined.	Total.	
						Feet.	Feet.	Feet.	Feet.	Feet.	R
East Indian.	1	Monghyr (*a*)	Below Jamálpur	Built for double line, but 2' too narrow.	Standard	434	...	...	466	900	No record.
Bengal-Nágpur.	2	Darekasa	Darekasa	Single	Standard	735	...	...	...	735	1,82,984
	3	Saranda	Goilkera	Single	Standard	388	...	1,253	...	1,641	8,66,964
	4	Bhortonk	Khodri (Kutni Branch)	Single	Standard	...	...	...	1,000	1,000	2,09,674
Godhra-Rutlam-Nagdá.	5	Panchpiplia	Bajrangarh	Single	Standard	540	...	...	225	765	(*b*) 2,29,829
North-Western State (*Main line*).	6	Soháwa No. 1	Soháwa	Single	Standard	...	...	538¼	...	538¼	(*c*) 1,67,629
	7	Margalla No. 3	Sarai Kála	Single	Standard	...	450	500	...	950	(*c*) 1,87,150
	8	Attock No. 4	Khairabad	Single	Standard	...	...	677½	...	677½	(*c*) 1,80,924
	9	Attock No. 5	Khairabad	Single	Standard	...	...	722	...	722	(*c*) 1,63,003
	10	Khairabad No. 7	Khairabad	Single	Standard	...	...	401½	...	401½	(*c*) 1,55,540
North-Western State (*Sind-Pishin section*).	11	Gundakinduff	Midway between Bábar Kachh and Kóchálí.	Single	Standard	...	...	569½	...	569½	2,08,826
	12	Kóchálí, Lower	Kóchálí	Single	Standard	...	...	506	...	506	1,84,061
	13	Karez No. 1	Dirgi	Single	Standard	806	...	..	...	806	1,32,382
	14	Karez No. 2 / Karez	Dirgi	Single	Standard	2,034	...	...	...	2,034	4,41,963
	15	Lower Chapper Arching	Mangi	Single	Standard	...	...	592	...	592	1,62,657
	16	Iron Gates	Mangi	Single	Standard	1,227	...	...	...	1,227	3,12,679
	17	Mudgorge Arching	Mudgorge	Single	Standard	...	...	1,087	...	1,087	4,12,344
North Western State (*Chaman extension*).	18	Khoják No. 18	Shelabagh	Double	Standard	...	...	12,870	...	12,870	(*d*) 68,26,790
	19	No. 20	3½ miles below Shelabagh.	Double	Standard	...	...	756	...	756	2,34,027
	20	No. 23	6½ miles below Shelabagh.	Double	Standard	...	...	800	...	800	2,57,291

N.B.—Tunnels under 660 feet in length, or costing less than

No. 4.

on the railways in India up to the 31st March 1900.

Cost per foot run.	Time taken to drive heading.	Time taken to complete tunnel. From	To	Remarks giving nature of ground passed through, etc.	Serial No.
R					
...	Not known	March 1856 (Work suspended	June 1861 during one year)	Quartz and slate (a) A foot-path has been laid and fenced off through the tunnel.	1
249	Not known	May 1879	6th Nov. 1893	All hard rock	2
528	1·75 years	January 1888	Sept. 1892	Very hard slaty rock with a great deal of water	3
210	1·00 year	14th March 1888	6th Dec. 1890	Gneiss interspersed with veins of quartz. The total cost excludes the cost of plant.	4
300	0·63 year	24th August 1892	7th April 1894	Northern 500 feet hard basalt; southern 265 feet hard rock, but composed of boulders liable to fall. This part has been lined. (b) Including R 17,000 for machinery.	5
(c) 311	0·50 year	November 1878	15th March 1880	Red clay and sandstone. War prices were paid owing to the Afghan war. Common coolies were getting 8 annas per day. The heading was got through in six months, and the work was then left quite in abeyance, pending further orders, till September 1879; otherwise the whole would have been complete within a year.	6
(c) 197	0·54 year	4th April 1881	15th Aug. 1882	Nummulitic limestone shaken with clay seams	7
(c) 267	......	Not recorded		Treacherous shale	8
(c) 225	......	Not recorded		Treacherous shale	9
(c) 387	......	Not recorded		Treacherous shale (c) The charges do not include tools and establishment, for which an addition of, say, 15 to 20 per cent. should be made to the figures given. Cost of faces is included. Probably charges for timber, etc., have not been exactly distributed; a safe rate for a completely lined tunnel would apparently be about R230 per foot.	10
367	......	1884	1886	Sandstone in hard and soft beds	11
364	......	1884	1886	Soft sandstone with beds of soft earth	12
164	......	......	......	Hard limestone. The frequent openings near the roof, as in some karezes, give the tunnel its name.	13
217	......	......	......	Hard limestone	14
275	......	......	......	Gravel with red clay. This was originally intended to be an open cutting, but, owing to the difficulty of getting it out, it had to be arched over.	15
255	......	......	......	Hard limestone	16
379	......	......	......	Middle eocene gypsiferous deposits. This was originally intended to be an open cutting, but, owing to the constant slips, etc., it was eventually covered in.	17
530	2·01 years	13th April 1889	September 1891	Lining practically completed on the 31st October 1894. Water bearing shales and layers of soft mud. The tunnel has been three-quarter lined throughout. (d) The cost of tunnel is R66,00,518, that of lining, R2,25,601, and that of capital establishment, R671.	18
296	0·34 year	December 1888	June 1890	Hard and soft shales with beds of mud. This is a cut and cover on 902 ft. radius	19
[illegible]	0·44 year	April 1889	November 1890	Through soft and hard water bearing shales on 819 ft. radius	20

[illegible] of rupees each, are not included in this statement.

STATEMENT

Cost and particulars of the important

Railway.	Serial No.	Name of tunnel.	Position of tunnel (nearest station).	Single or double line.	Gauge.	Length. Unlined.	¼ lined.	¾ lined.	Completely lined.	Total.	Total cost, including tools and plant.
						Feet.	Feet.	Feet.	Feet.	Feet.	R.
North-Western State (Mushkaf-Bolan section).	21	No. 2	Mushkaf	Double	Standard	...	...	650	...	650	1,70,662
	22	No. 7	Ocepur	Double	Standard	...	528	211	...	739	2,16,787
	23	Panir No. 9	Panir	Double	Standard	...	523	2,695	...	3,218	12,81,710
	24	Seetal No. 12	Peshi	Double	Standard	...	...	1,035	...	1,035	2,96,510
	25	Cascade No. 14	Dózán	Double	Standard	...	189	353	...	542	1,66,830
North Western State (Mari-Attock section).	26	No. 1	Jalhar	Single	Standard	104	...	...	1,076	1,180	2,49,142
	27	" 2	Jalhar	Single	Standard	...	...	...	854	854	1,81,423
	28	" 3	Jalhar	Single	Standard	104	...	...	1,671	1,775	3,41,143
	29	" 4	Jalhar	Single	Standard	288	...	...	842	1,130	2,01,614
	30	" 5	Jalhar	Single	Standard	...	...	...	1,614	1,614	2,91,054
	31	" 6	Jalhar	Single	Standard	...	...	...	1,897	1,897	3,65,807
	32	" 9	Chhab	Single	Standard	...	...	...	1,300	1,300	2,60,793
Great Indian Peninsula.	33	Thull Ghât No. 2	Kására	Double	Standard	...	...	1,625	...	1,625	3,90,394
	34	Thull Ghât No. 4	Kására	Double	Standard	628	...	85	...	713	1,15,170
	35	Thull Ghât No. 7	Igatpuri	Double	Standard	1,461	...	...	...	1,461	1,77,255
	36	Thull Ghât No. 8	Igatpuri	Double	Standard	1,247	...	...	...	1,247	1,52,325
	37	Thull Ghât No. 11	Igatpuri	Double	Standard	777	...	...	...	777	94,605
	38	Bágra	Bágra	Double	Standard	...	...	910	...	910	2,15,747
	39	Bhore Ghât No. 7	Palasdhari	Double	Standard	837	...	...	...	837	1,06,627
	40	Bhore Ghât No. 8	Palasdhari	Double	Standard	858	...	...	...	858	1,13,907
	41	Bhore Ghât No. 9	Thákurvádi	Double	Standard	825	...	...	...	825	1,08,677
	42	Bhore Ghât No. 13	Thákurvádi	Double	Standard	1,305	...	...	...	1,305	1,73,649
	43	Bhore Ghât No. 22	Reversing station	Double	Standard	828	...	...	...	828	1,12,982
	44	Bhore Ghât No. 23	Reversing station	Double	Standard	405	...	363	...	768	2,09,783
	45	Bhore Ghât No. 24	Reversing station	Double	Standard	975	...	48	...	1,023	1,50,352
Rajputana-Malwa.	46	Mhow Ghâts No. 1	Pátal Páni to Kálakhund.	Single	Metre	...	...	279¼	...	279¼	53,815
	47	Mhow Ghâts No. 2	Pátal Páni to Kálakhund.	Single	Metre	305¼	...	60¼	...	365½	42,120
	48	Mhow Ghâts No. 3	Pátal Páni to Kálakhund.	Single	Metre	...	...	344⅝	...	344⅝	1,94,925
	49	Mhow Ghâts No. 4	Pátal Páni to Kálakhund.	Single	Metre	...	...	622⅝	...	622⅝	1,25,190
Southern Mahratta.	50	Bear's Rock	Castle Rock	Double	Standard	...	...	...	471	471	3,63,606
	51	Castle Rock	Castle Rock	Double	Standard	...	...	...	1,242	1,242	9,08,615
	52	No. 2	Álandi	Single	Metre	630	...	...	...	630	1,53,963
	53	Nandicanama	Chelama	Single	Standard	...	...	...	1,527	1,527	4,41,418
Assam-Bengal.	54	No. 1 (Division 8, Section II.)	Between Bihara and Damchara.	Single	Metre	...	...	...	671	671	3,61,414
	55	No. 2 Durgacherra (Division 8, Section II.)	Damchara	Single	Metre	...	...	...	427	427	3,34,432
	56	No. 3, (Division 8, Section II.)	Between Damchara and Harangajao.	Single	Metre	...	...	...	457	457	2,19,204

N.B.—Tunnels under 660 feet in length, or costing less than

No. 4—concluded.

tunnels on the railways in India—concluded.

Cost per foot run.	Time taken to drive heading.	Time taken to complete tunnel. From	To	Remarks giving nature of ground passed through, etc.	Serial No.
R					
263	0·25 year	October 1893	June 1895	Through clay and sandstone bands on the straight	21
293	0·25 year	November 1893	March 1895	Through conglomerate: 354 feet on 4° curve and the rest straight	22
398	0·81 year	November 1892	May 1895	Through nummulitic limestone of varying degrees of hardness on the straight	23
286	0·63 year	March 1893	September 1895	Through clay and conglomerate bands, 1,000 feet straight and the rest on 3° curve	24
308	0·37 year	August 1892	November 1894	Through hard limestone on the straight	25
211	2 years	1891	1897	Lime and sandstone, also shale	26
212	2 years	1891	1896	Lime and sandstone, also shale	27
192	2 years	1891	1897	Lime and sandstone, also shale	28
178	2 years	1891	1896	Lime and sandstone, also shale	29
180	2 years	1891	1897	Lime and sandstone, also shale	30
193	2 years	1891	1897	Lime and sandstone, also shale	31
201	2 years	1896	1898	Sandstone, red clay and shale	32
240	4·75 years	February 1858	March 1864	Loose rock	33
162	3·58 years	December 1860	July 1864	Rock	34
121	4·08 years	March 1859	May 1864	Rock	35
122	5·08 years	July 1859	August 1864	Rock	36
122	3·17 years	February 1859	September 1863	Broken rock	37
237	...	About 6	years.	Hard rock with fissures	38
127	5·17 years	January 1857	December 1862	Trap rock	39
133	...	...	October 1862	Trap rock	40
132	5·25 years	October 1856	December 1862	Trap rock	41
133	5·08 years	October 1856	December 1862	Trap rock	42
136	4·25 years	May 1856	June 1862	Trap rock	43
273	4·00 years	August 1856	February 1862	Trap rock	44
147	3·75 years	January 1857	March 1861	Trap rock	45
192	Not known	1873	December 1877	Columnar basalt. It was originally intended that the line at this place should be in an open cutting, but, owing to numerous slips, due to the existence of clay between the basaltic columns, it was found necessary to construct an arched covered way and fill in above with moorum.	46
115					47
385					48
201					49
772	About 2 years	April 1883	October 1889	Loam	50
732	About 3 years	April 1883	October 1889	Loam	51
244	About 2 years	1884	1886	Black trap rock	52
289	About 2½ years	1884	1890	Limestone rock	53
530	0·67 year	1st January 1895	December 1898	Through hard sand interspersed with shale with occasional seams of clayey ground and laterite. The tunnel is timbered on the English system with 4 to 6 drawing bars.	54
783	1 year	February 1895	December 1898	Laminated shale throughout	55
480	0·31 year	October 1893	December 1899	Through loose laminated sandstone. Rock throughout. Except for the faces which are of stone masonry. The lining is of cement concrete averaging 21 inches thick with semi-circular arch and straight side walls.	56

...lakhs of rupees each, are not included in this statement.

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CHAPTER III.

STATISTICS OF INDIAN RAILWAYS, 1898 AND 1899.

REVIEW OF EXPENDITURE ON WORKING.

Summary of working expenses and their percentages on gross earnings.

The following is a summary of the total working expenses under main heads of account on Indian railways, and their percentages on gross earnings, which (excluding steam-boat service) were R29,34,74,948† in 1899, compared with R27,29,22,086* in 1898:

1898.	Working expenses.	Per cent. on gross earnings.	1899.	Working expenses.	Per cent. on gross earnings.
	R			R	
Maintenance	3,14,58,779	11·53	Maintenance	3,42,40,211	11·67
Locomotive	4,29,16,595	15·72	Locomotive	4,70,80,067	16·04
Carriage and wagon	1,33,49,615	4·89	Carriage and wagon	1,33,99,944	4·57
Traffic	2,20,37,687	8·07	Traffic	2,31,31,990	7·88
General	‡1,35,73,254	4·97	General	‡1,41,60,868	4·83
Miscellaneous	§49,19,065	1·80	Miscellaneous	§54,44,155	1·85
TOTAL	‖12,87,04,893	47·16	TOTAL	**13,79,00,923	46·99

For the different gauges separately, the figures were on the standard gauge lines:

1898.	Working expenses.	Per cent. on gross earnings.	1899.	Working expenses.	Per cent. on gross earnings.
	R			R	
Maintenance	2,25,20,492	10·96	Maintenance	2,47,21,677	11·40
Locomotive	3,18,85,261	15·52	Locomotive	3,46,86,446	15·99
Carriage and wagon	1,03,56,357	5·04	Carriage and wagon	1,02,55,320	4·73
Traffic	1,58,21,810	7·70	Traffic	1,67,33,170	7·72
General	‡85,31,871	4·15	General	‡90,04,816	4·15
Miscellaneous	§39,22,739	1·91	Miscellaneous	§40,41,270	1·86
TOTAL	**9,34,84,030	45·49	TOTAL	**9,98,86,358	46·06

For the metre gauge lines:

1898.	Working expenses.	Per cent. on gross earnings.	1899.	Working expenses.	Per cent. on gross earnings.
	R			R	
Maintenance	85,24,232	13·04	Maintenance	91,36,886	12·30
Locomotive	1,05,80,288	16·19	Locomotive	1,19,84,708	16·13
Carriage and wagon	28,70,719	4·39	Carriage and wagon	29,91,202	4·03
Traffic	59,52,379	9·12	Traffic	60,95,162	8·20
General	47,99,291	7·34	General	49,04,395	6·60
Miscellaneous	9,64,363	1·48	Miscellaneous	13,71,561	1·85
TOTAL	*3,36,95,670	51·55	TOTAL	†3,64,83,914	49·11

* Excluding the West of India Portuguese, Pondicherry and Káraikkal-Peralam railways.
† Excluding the Segowlie-Raxaul, West of India Portuguese, Pondicherry and Káraikkal-Peralam railways.
‡ Including expenditure incurred direct by the State on State lines leased to companies.
§ Including one-fifth share of net earnings paid by the Tarkessur railway to the East Indian railway, R30,615 for 1898 and R38,123 for 1899.
‖ Including R3,447, being the working expenses of the Mymensingh-Jamalpur-Jagannathganj railway for the second-half of 1898, and R951, being working expenses of the Dhángadra railway for the first-half of 1898, not included under any of the above heads.
** Including R4,45,500 for 1898, and R4,43,659 for 1899, paid by the Great Indian Peninsula railway, as rent of leased lines, not included under any of the above heads.

On the special gauge lines :

1898	Working expenses.	Per cent on gross earnings	1899.	Working expenses.	Per cent on gross earnings.
	R			R	
Maintenance . . .	4,14,055	20·05	Maintenance . . .	3,81,648	16·61
Locomotive . . .	4,51,046	21 84	Locomotive . . .	4 08 933	17 80
Carriage and wagon .	1,22,539	5·93	Carriage and wagon .	1,55,422	6 68
Traffic	2,63,498	12 76	Traffic	3,03 667	13·22
General . . .	2,42,092	11 72	General . . .	2,51,657	10 95
Miscellaneous . . .	31,963	1·55	Miscellaneous . . .	31,324	1 36
TOTAL .	15,25,193	73 84	TOTAL .	15,30,651	66·62

2. In appendix A to this report will be found full details, by half-years, of the working expenses on Indian railways for 1899. The following paragraphs briefly review the salient points connected with the expenses on working of the standard and metre gauge railways for the same period, as compared with 1898, on an annual basis .

Maintenance of way, works and stations.

Maintenance expenses per mean mile maintained (standard gauge).

3 During the year the total expenses on maintenance of way, works and stations of the standard gauge lines amounted to R2,47,21,680* or an average rate of R1,868 per mean mile maintained on the total mean mileage (miles 13,230·94) of these lines ; while in 1898 the expenses were, on the standard gauge lines, R2,25,20,496,* giving an average of R1,870 per mean mile maintained on a total mean mileage of 12,044·91 miles.

Maintenance expenses per mean mile maintained (metre gauge).

4. Similarly, on the metre gauge lines † the total expenses on maintenance of way, works and stations amounted to R91,36,882,‡ averaging R1,048 per mean mile maintained on the total mean mileage (miles 8,717·71)‡ of these lines ; the corresponding expenses in 1898 on metre gauge lines amounted to R85,24,231, or an average of R1,010 per mean mile maintained on a total mean mileage of 8,442·43 miles.

Maintenance expenses per mile of track, including sidings (standard gauge).

5. On the standard gauge lines the cost of maintenance per mile of track, including sidings, is compared in the following table :

Classification number.	RAILWAY.	1898. Mean age of line.	1898. Cost per mile of track, including sidings.	1899. Mean age of line	1899. Cost per mile of track including sidings.
		Years.	R	Years.	R
I	East Indian, including—	32 62	1,544	33 65	1,874
XX	Delhi-Umballa-Kalka . . .	7·80		8 80	
XXI	Tarkessur	14 00		15·00	
XXII	South Behar (Luckeeserai-Gya) § .	...		0 50	
II	Bengal Central	15·20	1,122	16 20	1,226
III	Bengal-Nágpur	8·34	947	8·57	979

* Including the Cawnpore-Burhwal railway (metre gauge link).
† Excluding the Segowlie-Raxaul, West of India Portuguese, Pondicherry, Káraikkal-Peralam and Cawnpore Burhwal (metre gauge link) railways.
‡ Including the Brahmaputra-Sultanpur railway for the second-half of 1899 only, as the line was maintained at the cost of capital during the first-half of the year
§ Opened for traffic during 1899.

Maintenance expenses per mile of track, including sidings (standard gauge)—concluded.

Classification number.	Railway.	1898. Mean age of line.	1898. Cost per mile of track, including sidings.	1899. Mean age of line.	1899. Cost per mile of track, including sidings.
		Years.	R	Years.	R
IV	Indian Midland, including—	10·52	707	10·63	791
V & XXX	Bhopal-Itársi	14·54		15·54	
XXVII	Bína-Goona-Bárán	4·00		2·79	
XXIX	Bhopal-Ujjain	4·00		5·00	
XI	North Western State, including—	17·66	1,536	17·85	1,237
XII	Hyderabad-Shadipalli	6·37		7·37	
XXIII	Southern Punjab (Delhi-Sámasata)	2·00		2·88	
XXXVI	Rájpura Bhátinda	9·94		10·02	
XXXVII	Jammu and Kashmir	8·80		9·80	
XIII	Oudh and Rohilkhand State*	16·79	1,119	17·82	1,142
XIV	Eastern Bengal State	27·50	1,733	28·02	2,720
XV	Calcutta Port Commissioners'	17·09	1,756	18·09	1,487
XVI	East Coast State	4·53	822	5·27	773
XVII	Great Indian Peninsula, including—	34·33	1,782	35·33	1,817
VII	Wardha Coal	22·66		23·66	
VIII	Dhond-Manmád	20·74		21·74	
XXVI	Khámgaon	28·83		29·83	
XXVII	Amráoti	27·87		28·87	
XVIII	Bombay, Baroda and Central India, including—	32·34	2,179	33·34	2,336
VI	Godhra-Rutlam-Nágdá	4·73		5·73	
XXV	Tápti Valley	0·08		0·79	
XXXII	Nágdá-Ujjain	2·47		3·47	
XXXIII	The Gaekwar's Petlád	8·66		9·66	
XIX	Madras, including—	34·70	1,221	35·57	1,149
XXXIV	Kolar Gold-fields	4·59		5·59	
XXXI	The Nizam's Guaranteed State, including—	16·02	1,186	17·02	1,202
IX	Bezwada extension (East Coast State)	9·89		10·89	

The expenses on permanent-way per mile of track, including sidings, compare as follows:

Classification number.	Railway.	1898.	1899.
		R	R
I	East Indian, including—	799	926
XX	Delhi-Umballa-Kalka		
XXI	Tarkessur		
XXII	South Behar (Luckeeserai-Gya)		
II	Bengal Central	727	861
III	Bengal-Nágpur	558	600
IV	Indian Midland, including—	433	469
V & XXX	Bhopal-Itársi		
XXVIII	Bína-Goona Bárán		
XXIX	Bhopal-Ujjain		

* Including the Cawnpore-Burhwal (metre gauge link).

Expenses on permanent-way per mile of track, including sidings (standard gauge)—concluded.

Classification number.	RAILWAY.	1898.	1899.
		R	R
XI	North Western State, including—	777	530
XII	Hyderabad-Shadipalli		
XXIII	Southern Punjab (Delhi-Samásata)		
XXXVI	Rájpura-Bhátinda		
XXXVII	Jammu and Kashmir		
XIII	Oudh and Rohilkhand State*	488	571
XIV	Eastern Bengal State	†973	†1,278
XV	Calcutta Port Commissioners'	971	718
XVI	East Coast State	403	405
XVII	Great Indian Peninsula, including—	832	813
VII	Wardha Coal		
VIII	Dhond-Manmád		
XXVI	Khámgaon		
XXVII	Amráoti		
XVIII	Bombay, Baroda and Central India, including—	†1,169	†1,180
VI	Godhra-Rútlam-Nágdá		
XXV	Tápti Valley		
XXXII	Nágdá-Ujjain		
XXXIII	The Gaekwar's Petlád		
XIX	Madras, including—	556	463
XXXIV	Kolar Gold-fields		
XXXI	The Nizam's Guaranteed State, including—	487	521
IX	Bezwada extension (East Coast State)		

Maintenance expenses per mile of track, including sidings (metre gauge).

6. On the metre gauge lines the cost of maintenance per mile of track, including sidings, was :

Classification number.	RAILWAY.	1898. Mean age of line.	1898. Cost per mile of track, including sidings	1899. Mean age of line.	1899. Cost per mile of track, including sidings.
		Years.	R	Years.	R
XXXIX	Bengal and North-Western—				
	Tirhoot section	14·87	791	15·87	992
	Company's section	9·73		8·68	
XLI	Rajputana-Malwa, including—	19·30	943	20·32	1,274
XLII	Pálanpur-Deesa	5·15		6·15	
LXI	Ahmedabad-Paräntij	1·53		2·53	
LXIII	The Gaekwar's Mehsána	8·82		9·82	
XLIII	Southern Mahratta, including—	12·42	694	13·42	694
XLIV	Guntakal-Mysore frontier	6·13		7·13	
XLV	Mysore section (Southern Mahratta)	12·78		13·78	
LXV	Kolhápur	7·70		8·70	
LXVI	Yesvantpur-Mysore frontier	5·59		6·59	
LXVII	Mysore-Nanjangúd	7·08		7·82	
XLVI	South Indian, including—	18·54	741	19·33	661
XLVII	Máyavaram-Mutupet				
LXXIX	Pondicherry				
LXXX	Káraikkal-Peralam				
XLVIII	Assam-Bengal	2·81	1,835	3·61	904

* Including the Cawnpore-Burhwal (metre gauge link).
† Approximate figures.

Maintenance expenses per mile of track, including sidings (metre gauge) —concluded.

Classification number.	Railway.	1898. Mean age of line.	1898. Cost per mile of track, including sidings.	1899. Mean age of line.	1899. Cost per mile of track, including sidings.
		Years.	R	Years.	R
XLIX	Burma	10·73	1,182	11·06	1,124
L	Eastern Bengal State—				
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch)	15·76	1,109	16·76	1,088
	Dacca section	13·48		14·48	
LIII	Deoghur	15·88	882	16·88	915
LIV	Brahmaputra-Sultanpur	...	...	0·75	*91
LV	Mymensingh-Jamalpur-Jaganathganj	0·21	†	1·40	299
LVI	Rohilkund and Kumaon, including—	14·25	627	15·25	755
XLI	Lucknow-Bareilly section	10·16		11·16	
LVIII	Bengal Dooars	5·74	835	6·74	618
LIX	Dibru-Sadiya, including—				
LX	Ledo and Tikak-Margherita colliery	14·99	2,872	15·99	1,609
LXII	Nilgiri	...	...	0·55	2,309
LXXII	Jodhpur-Bikaner—				
	Jodhpur section	9·38	536	8·84	619
	Bikaner section	3·88	208	4·63	218
LXXIII	Udaipur-Chitor	3·96	444	4·52	351
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar, including—	14·41	610	15·41	553
LXXV	Jetalsar-Rájkot	5·72		6·72	
LXXVI	Jámnagar	1·73		2·73	
LXXVII	Dhrángadra	0·59		1·59	

The expenses on permanent-way per mile of track, including sidings, compare as follows :

Classification number.	Railway.	1898.	1899.
		R	R
XXXIX	Bengal and North-Western—		
	Tirhoot section	389	454
	Company's section		
XLI	Rajputana-Malwa, including—	608‡	823‡
XLII	Pálanpur-Deesa		
LXI	Ahmedabad-Parántij		
LXIII	The Gaekwar's Mehsána		
XLIII	Southern Mahratta, including—	335	337
XLIV	Guntakal-Mysore frontier		
XLV	Mysore section (Southern Mahratta)		
LXV	Kolhápur		
LXVI	Yesvantpur-Mysore frontier		
LXVII	Mysore-Nanjangúd		
XLVI	South Indian, including—	459	480
XLVII	Máyavaram-Mutupet		
LXXIX	Pondicherry		
LXXX	Káraikkal-Peralam		
XLVIII	Assam-Bengal	557	407
XLIX	Burma	633	580
L	Eastern Bengal State—		
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch)	560‡	591‡
	Dacca section		

* For the second-half of the year only, as the line was maintained at the cost of capital during the first-half.
† Information not available.
‡ Approximate figures.

Expenses on permanent-way per mile of track, including sidings (metre gauge)
—concluded.

Classification number.	Railway.	1898.	1899
LVI	Rohilkund and Kumaon, including—		
XII	Lucknow-Bareilly section	307	412
LVIII	Bengal Dooars	324	373
LIX	Dibru-Sadiya	2,123	652
LXII	Nilgiri	...	1,124
LXXII	Jodhpur-Bikaner—		
	Jodhpur section	480	557
	Bikaner section	172	194
LXXIII	Udaipur-Chitor	326	259
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar, including—		
LXXV	Jetalsar-Rájkot		
LXXVI	Jámnagar	365	348
LXXVII	Dhrángadra		

Maintenance expenses per 1,000 gross ton-miles (standard gauge).

7. The maintenance charges per 1,000 gross ton-miles of traffic, on the standard gauge lines, are shown in the following table:

Classification number.	Railway.	1898.		1899	
		Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles	Ton-mileage per mean mile worked	Cost of maintenance per 1,000 gross ton-miles.
		Miles.	R	Miles.	R
I	East Indian including—				
XX	Delhi Umballa-Kalka				
XXI	Tarkessur	2,681,534	0·86	2,800,265	0·98
XXII	South Behar (Luckeeserai-Gya)				
II	Bengal Central	663,901	1·99	688,705	1·88
III	Bengal-Nágpur	712,609	1·45	781,372	1·39
IV	Indian Midland, including—				
V & XXX	Bhopal-Itársi				
XXVIII	Bína-Goona-Bárán	637,708	1·22	680,443	1·27
XXIX	Bhopal-Ujjain				
XI	North Western State, including—				
XII	Hyderabad-Shadipalli				
XXIII	Southern Punjab (Delhi-Samásata)	1,029,403	1·66	1,004,950	1·54
XXXVI	Rájpura-Bhátinda				
XXXVII	Jammu and Kashmir				
XIII	Oudh and Rohilkhand State*	823,980	1·52	910,351	1·41
XIV	Eastern Bengal State	2,404,503	1·33	2,420,288	2·12
XVI	East Coast State	528,872	1·77	587,723	1·51
XVII	Great Indian Peninsula, including—				
VII	Wardha Coal				
VIII	Dhond-Manmád	1,935,614	1·38	1,963,995	1·39
XXVI	Khamgáon				
XXVII	Amráoti				
XVIII	Bombay, Baroda and Central India, including—				
VI	Godhra-Rutlam-Nágdá				
XXV	Tápti Valley	1,629,842	1·87	1,671,838	1·93
XXXII	Nágdá-Ujjain				
XXXIII	The Gaekwar's Petlád				

* Including the Cawnpore-Burhwal (metre gauge link).

Maintenance expenses per 1,000 gross ton-miles (standard gauge)—concluded.

Classification number.	Railway.	1898. Ton-mileage per mean mile worked.	1898. Cost of maintenance per 1,000 gross ton-miles.	1899. Ton-mileage per mean mile worked.	1899. Cost of maintenance per 1,000 gross ton-miles.
		Miles.	R	Miles.	R
XIX XXXIV	Madras, including— Kolar Gold-fields	886,836	1·68	901,359	1·56
XXXI IX	The Nizam's Guaranteed State, including— Bezwada extension (East Coast State).	1,048,177	1·25	1,065,845	1·25

Maintenance expenses per 1,000 gross ton-miles (metre gauge).

8. On the metre gauge lines the maintenance charges per 1,000 gross ton-miles of traffic were :

Classification number.	Railway.	1898. Ton-mileage per mean mile worked.	1898. Cost of maintenance per 1,000 gross ton-miles.	1899. Ton-mileage per mean mile worked.	1899. Cost of maintenance per 1,000 gross ton-miles.
		Miles.	R	Miles.	R
XXXIX	Bengal and North-Western— Tirhoot section Company's section	484,111	1·83	511,303	1·91
XLI XLII LXI LXIII	Rajputana-Malwa, including— Pálanpur-Deesa Ahmedabad-Parántíj The Gaekwar's Mehsána	707,448	1·53	831,016	1·78
XLIII XLIV XLV LXV LXVI LXVII	Southern Mahratta, including— Guntakal-Mysore frontier Mysore section (Southern Mahratta) Kolhápur Yesvantpur-Mysore frontier Mysore-Nanjangúd	321,682	2·37	355,063	2·15
XLVI XLVII LXXX LXXXI	South Indian, including— Máyavaram-Mutupet Pondicherry Káraikkal-Peralam	494,946	1·68	488,677	1·52
XLVIII	Assam-Bengal	374,981	5·52	375,637	2·74
XLIX	Burma	604,220	2·27	608,090	2·16
L	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch) Dacca section	557,209	2·34	616,532	2·10
LVI XL	Rohilkund and Kumaon, including— Lucknow-Bareilly section	326,664	2·06	348,738	2·33
LXXII	Jodhpur-Bikaner—				
	Jodhpur section	210,934	2·62	287,931	2·21
	Bikaner section	118,830	1·79	123,449	1·80
LXXIII	Udaipur-Chitor	125,150	3·79	160,679	2·32
LXXIV LXXV LXXVI LXXVII	Bhávnagar-Gondal-Junágad-Porbandar, including— Jetalsar-Rájkot Jámnagar Dhrángadra	213,768	3·07	225,548	2·65

Locomotive expenses.

Locomotive expenses per train-mile (standard gauge).

9. The locomotive expenses on the standard gauge lines* open for traffic amounted to R3,46,43,875 on a train-mileage of 52,955,921, giving an average cost of 10·47 annas per train-mile, while in 1898 the expenditure on standard gauge lines* was R3,18,37,308 on a train-mileage of 50,090,041, or an average of 10·17 annas per train-mile.

Locomotive expenses per train-mile (metre gauge).

10. On the metre gauge lines † open for traffic during the year the total locomotive expenses were R1,19,99,434, the train-mileage 23,351,795, and the average cost per train-mile 8·22 annas; corresponding figures for the metre gauge lines† open for traffic in 1898 being, total locomotive expenses R1,05,91,103, train-mileage 21,371,442, and average cost per train-mile 7·93 annas.

Locomotive expenses per train-mile (standard gauge).

11. The locomotive expenses per train-mile, on the standard gauge lines, are shown in the table below:

Classification number.	Railway.	1898. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1898. Average cost of fuel per ton. ‡	1898. Train-mileage per mean mile worked.	1898. Locomotive expenses per train-mile.	1899. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1899. Average cost of fuel per ton. ‡	1899. Train-mileage per mean mile worked.	1899. Locomotive expenses per train-mile.
		lbs.	R	Miles.	Ans.	lbs.	R	Miles.	Ans.
I	East Indian, including—	60·92	2·02	7,248	6·74	62·37	2·06	7,514	6·86
XX	Delhi-Umballa-Kalka								
XXI	Tarkessur								
XXII	South Behar (Luckeeserai-Gya)§								
II	Bengal Central	46·65	6·04	3,019	5·10	40·47	6·24	2,953	5·86
III	Bengal-Nágpur	47·64	3·04	2,109	8·32	52·32	3·42	2,023	8·23
IV	Indian Midland, including—	46·77	8·36	1,946	11·43	56·43	7·44	2,060	11·77
V & XXX	Bhopal-Itársi								
XXVIII	Bína-Goona-Bárán								
XXIX	Bhopal-Ujjain								
XI	North-Western State, including—	46·19	12·50	3,108	11·80	46·69	13·61	2,937	12·58
XII	Hyderabad-Shadipalli								
XXIII	Southern Punjab (Delhi-Sámasata)								
XXXVI	Rájpura-Bhátinda								
XXXVII	Jammu and Kashmir								
XIII	Oudh and Rohilkhand State	40·70	10·18	2,906	7·82	40·40	9·62	3,225	6·63
XIV	Eastern Bengal State	44·73	4·79‖	7,598	6·57	46·20	5·02‖	7,511	7·25
XVI	East Coast State	44·84	7·42	1,710	11·52	46·36	7·32‖	1,894	9·66
XVII	Great Indian Peninsula, including—	44·66	8·64	6,336	12·65	47·17	8·78	6,339	13·25
VII	Wardha Coal								
VIII	Dhond-Manmád								
XXVI	Khámgaon								
XXVII	Amráoti								
XVIII	Bombay, Baroda and Central India, including—	60·95	14·49‖	4,213	16·49	57·84	16·94‖	4,354	16·80
VI	Godhra-Rutlam-Nágdá								
XXV	Tapti Valley								
XXXII	Nágdá-Ujjain								
XXXIII	The Gaekwar's Petlád								
XIX	Madras, including—								
XXXIV	Kolar Gold-fields	50·65	13·91	3,032	12·69	52·38	13·31	3,148	14·27
XXXI	The Nizam's Guaranteed State, including—	64·25	4·60	2,674	8·47	59·17	4·60	2,688	9·12
IX	Bezwada extension (East Coast State)								

* Excluding the Calcutta Port Commissioners' railway.
† Excluding the Segowlie-Raxaul and West of India Portuguese railways.
‡ Calculated on actual weight.
§ Opened for traffic during 1899.
‖ Approximate figures.

Locomotive expenses per train-mile (metre gauge).

12. On the metre gauge lines the locomotive expenses per train-mile were:

Classification number.	Railway.	1898. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1898. Average cost of fuel per ton.*	1898. Train-mileage per mean mile worked.	1898. Locomotive expenses per train-mile.	1899. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1899. Average cost of fuel per ton.*	1899. Train-mileage per mean mile worked.	1899. Locomotive expenses per train-mile.
		lbs.	R	Miles.	Ans.	lbs.	R	Miles.	Ans.
XXXIX	Bengal and North-Western, including— Tirhoot section; Company's section	29·46	5·92	2,560	4·09	33·13	6·42	2,694	4·67
XLI	Rajputana-Malwa, including—	32·45	15·55‡	3,205	9·18	35·61	16·65‡	3,561	9·70
XLII	Pálanpur-Deesa								
LXI	Ahmedabad-Parántij								
LXIII	The Gaekwar's Mehsána								
XLIII	Southern Mahratta, including—	34·49	8·06	1,740	9·08	34·45	8·27	1,851	9·14
XLIV	Guntakal-Mysore frontier								
XLV	Mysore section (Southern Mahratta)								
LXV	Kolhápur								
LXVI	Yesvantpur-Mysore frontier								
LXVII	Mysore-Nanjangúd								
LXVIII	Birur-Shimoga†								
XLVI	South Indian, including—	31·31	13·07	3,133	8·09	30·11	13·00	3,087	8·38
XLVII	Máyavaram-Mutupet								
LXXX	Pondicherry								
LXXXI	Káraikkal-Peralam								
XLVIII	Assam-Bengal	36·84	7·17	1,591	6·96	32·96	9·53	1,478	5·66
XLIX	Burma	36·48	10·86	3,156	9·11	39·34	12·19	3,122	9·89
L	Eastern Bengal State, including— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gage, branch); Dacca section	27·80	5·75‡	3,109	5·52	27·52	5·98‡	3,212	5·21
LIV	Brahmaputra-Sultanpur†								
LV	Mymensingh-Jamalpur-Jagannathganj								
LIII	Deoghur	42·73	3·00	3,207	9·96	45·40	5·00	3,039	9·20
LVI	Rohilkund and Kumaon, including—	24·11	8·85	1,824	4·76	23·62	8·28	2,066	4·86
XL	Lucknow-Bareilly section								
LVIII	Bengal Dooars	39·13	12·95	1,282	8·76	54·32	11·67	1,070	10·47
LIX	Dibru-Sadiya, including—	47·87	8·50	2,572	6·89	55·25	8·50	2,779	7·15
LX	Ledo and Tikak-Margherita Colliery								
LXII	Nilgiri†	...	...	...	...	115·17	13·32	2,762	8·61
LXIV	Hyderabad-Gódávari Valley†	...	...	...	...	40·10	16·20	876	9·93
LXXII	Jodhpur-Bikaner—								
	Jodhpur section	29·48	20·39	1,099	7·61	36·74	21·11	1,384	8·89
	Bikaner section	26·33	20·37	848	7·05	21·63	21·16	861	5·32
LXXIII	Udaipur-Chitor	27·31	23·95	764	8·56	31·90	25·26	810	10·20
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar, including—	31·30	20·57	1,322	9·35	29·34	22·45	1,350	9·23
LXXV	Jetalsar-Rájkot								
LXXVI	Jámnagar								
LXXVII	Dhrángadra								

Locomotive expenses per 1,000 gross ton-miles (standard gauge).

13. The locomotive expenses, on the standard gauge lines, based on the cost per 1,000 gross ton-miles hauled, give the following results:

Classification number.	Railway.	1898. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1898. Ton-mileage hauled per mean mile worked.	1898. Locomotive expenses per 1,000 gross ton-miles.	1899. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1899. Ton-mileage hauled per mean mile worked.	1899. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	R	lbs.	Miles.	R
I	East Indian, including—	164·68	2,681,534	1·14	167·41	2,800,265	1·15
XX	Delhi-Umballa-Kalka						
XXI	Tarkessur						
XXII	South Behar (Luckeeserai-Gya.)†						
II	Bengal Central	212·09	663,901	1·45	173·35	688,705	1·57
III	Bengal-Nágpur	141·00	712,609	1·54	135·46	781,372	1·33

* Calculated on actual weight.
† Opened for traffic during 1899.
‡ Approximate figures.

Locomotive expenses per 1,000 gross ton-miles (standard gauge)—concluded.

Classification number.	Railway.	1898. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1898. Ton-mileage hauled per mean mile worked.	1898. Locomotive expenses per 1,000 gross ton-miles.	1899. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1899. Ton-mileage hauled per mean mile worked.	1899. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	R	lbs.	Miles.	R
IV	Indian Midland, including—						
V & XXX	Bhopal-Itársi	142·67	637,708	2·18	170·82	680,443	2·23
XXVIII	Bína-Goona-Bárán						
XXIX	Bhopal-Ujjain						
XI	North Western State, including—						
XII	Hyderabad-Shadipalli						
XXIII	Southern Punjab (Delhi-Samásata)	132·93	1,080,070	2·12	136·36	1,005,577	2·30
XXXVI	Rájpura-Bhátinda						
XXXVII	Jammu and Kashmir						
XIII	Oudh and Rohilkhand State	132·05*	823,980†	1·59*	132·04*	910,351†	1·35*
XIV	Eastern Bengal State	141·34	2,404,503	1·30	143·37	2,420,288	1·41
XVI	East Coast State	145·00	528,872	2·33	149·74	586,407	1·95
XVII	Great Indian Peninsula, including—						
VII	Wardha Coal						
VIII	Dhond-Manmád	146·19	1,935,614	2·59	152·27	1,963,995	2·67
XXVI	Khámgaon						
XXVII	Amráoti						
XVIII	Bombay, Baroda and Central India, including—						
VI	Godhra-Rutlam-Nágdá						
XXV	Tapti Valley	157·55	1,629,842	2·66	150·63	1,671,838	2·73
XXXII	Nágdá-Ujjain						
XXXIII	The Gaekwar's Petlád						
XIX	Madras, including—	173·18	886,836	2·71	182·94	901,359	3·12
XXXIV	Kolar Gold-fields						
XXXI	The Nizam's Guaranteed State, including—	163·91	1,048,177	1·35	149·22	1,065,845	1·44
IX	Bezwada extension (East Coast State)						

Locomotive expenses per 1,000 gross ton-miles (metre gauge).

14. For the metre gauge lines a similar comparison gives:

Classification number.	Railway.	1898. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1898. Ton-mileage hauled per mean mile worked.	1898. Locomotive expenses per 1,000 gross ton-miles.	1899. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1899. Ton-mileage hauled per mean mile worked.	1899. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	R	lbs.	Miles.	R
XXXIX	Bengal and North-Western—						
	Tirhoot section	155·82	484,111	1·35	174·52	511,303	1·54
	Company's section						
XLI	Rajputana-Malwa, including—						
XLII	Pálanpur-Deesa	147·00	707,448	2·60	152·60	831,016	2·60
LXI	Ahmedabad-Parántij						
LXIII	The Gaekwar's Mehsána						
XLIII	Southern Mahratta, including—						
XLIV	Guntakal-Mysore frontier						
XLV	Mysore section (Southern Mahratta).						
LXV	Kolhápur	186·60	321,682	3·07	179·66	355,063	2·98
LXVI	Yesvantpur-Mysore frontier						
LXVII	Mysore-Nanjangúd						
LXVIII	Birur-Shimoga ‡						

* Calculated on the gross ton-mileage of both the Oudh and Rohilkhand and Cawnpore-Burhwal (metre gauge link) railways.
† Including the Cawnpore-Burhwal (metre gauge link).
‡ Opened for traffic during 1899.

Locomotive expenses per 1,000 gross ton-miles (metre gauge)—concluded.

Classification number.	RAILWAY.	1898. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1898. Ton-mileage hauled per mean mile worked.	1898. Locomotive expenses per 1,000 gross ton-miles.	1899. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1899. Ton-mileage hauled per mean mile worked.	1899. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	R	lbs.	Miles.	R
XLVI	South Indian, including—						
XLVII	Máyavaram-Mutupet						
LXXX	Pondicherry	198·68	494,946	3·21	190·22	488,677	3·31
LXXXI	Káraikkal-Peralam						
XLVIII	Assam-Bengal	156·35	374,981	1·84	129·72	375,636	1·68
XLIX	Burma	190·62	604,220	2·97	202·01	608,090	3·17
L	Eastern Bengal State—						
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	155·12	557,209	1·92	150·51	616,567	1·82
	Dacca section						
LVI	Rohilkund and Kumaon, including—						
XL	Lucknow-Bareilly section	134·64	326,664	1·66	139·92	348,738	1·80
LXXII	Jodhpur-Bikaner—						
	Jodhpur section	153·64	210,934	2·48	176·64	287,931	2·67
	Bikaner section	187·92	118,830	3·15	150·91	123,449	2·32
LXXIII	Udaipur-Chitor	166·69	125,150	3·26	160·84	160,679	3·22
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar, including—						
LXXV	Jetalsar-Rájkot						
LXXVI	Jámnagar	192·43	215,089	3·59	174·88	226,525	3·44
LXXVII	Dhrángadra						

Locomotive expenses: cost of fuel.

15. The average prices of fuel per ton varying—as will be noticed from the foregoing paragraphs—from R2·02 on the East Indian railway to R23·95 on the Udaipur-Chitor railway in 1898 and from R2·06 on the East Indian railway to R25·26 on the Udaipur-Chitor railway in 1899, render any comparison of working on the different lines on the basis of locomotive cost very misleading. A better comparison can be made if the cost of fuel be deducted from the locomotive expenses per 1,000 gross ton-miles, as in the following tables:

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (standard gauge).

16. Excluding the cost of fuel the locomotive expenses on the standard gauge lines compare as follows:

Classification number.	RAILWAY.	1898.	1899.
		R	R
I	East Indian, including—		
XX	Delhi-Umballa-Kalka		
XXI	Tarkessur	0·99	1·00
XXII	South Behar (Luckeeserai-Gya)*		
II	Bengal Central	0·73	0·97
III	Bengal-Nágpur	1·32	1·10
IV	Indian Midland, including—		
V & XXX	Bhopal-Itársi		
XXVIII	Bína-Goona-Bárán	1·44	1·45
XXIX	Bhopal-Ujjain		

* Opened for traffic during 1899.

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (standard gauge) —concluded.

Classification number.	RAILWAY.	1898.	1899.
		R	R
XI	North Western State, including—		
XII	Hyderabad-Shadipalli		
XXIII	Southern Punjab (Delhi-Samásata)	1·30	1·37
XXXVI	Rájpura-Bhátinda		
XXXVII	Jammu and Kashmir		
XIII	Oudh and Rohilkhand State	0·99*	0·77*
XIV	Eastern Bengal State	0·89 †	0·97†
XVI	East Coast State	1·76	1·36
XVII	Great Indian Peninsula, including—		
VII	Wardha Coal		
VIII	Dhond-Manmád	1·85	1·89
XXVI	Khámgaon		
XXVII	Amráoti		
XVIII	Bombay, Baroda and Central India, including—		
VI	Godhra-Rutlam-Nágdá		
XXV	Tápti Valley	1·63 †	1·61 †
XXXII	Nágdá-Ujjain		
XXXIII	The Gaekwar's Petlád		
XIX	Madras, including—		
XXXIV	Kolar Gold-fields	1·51	1·87
XXXI	The Nizam's Guaranteed State, including—		
IX	Bezwada extension (East Coast State)	0·98	1·10

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (metre gauge).

17. The locomotive expenses, excluding the cost of fuel, of the metre gauge lines were :

Classification number.	RAILWAY.	1898.	1899.
		R	R
XXXIX	Bengal and North-Western—		
	Tirhoot section	0·94	1·00
	Company's section		
XLI	Rajputana-Malwa, including—		
XLII	Pálanpur-Deesa		
LXI	Ahmedabad-Parántíj	1·58 †	1·47†
LXIII	The Gaekwar's Mesháno		
XLIII	Southern Mahratta, including—		
XLIV	Guntakal-Mysore frontier		
XLV	Mysore section (Southern Mahratta)		
LXV	Kolhápur	2·31	2·22
LXVI	Yesvantpur-Mysore frontier		
LXVII	Mysore-Nanjangúd		
LXVIII	Birur-Shimoga‡		
XLVI	South Indian, including—		
XLVII	Máyavaram-Mutupet		
LXXX	Pondicherry	1·91	2·01
LXXXI	Káraikkal-Peralam		
XLVIII	Assam-Bengal	1·29	1·07
XLIX	Burma	1·97	1·94
L	Eastern Bengal State—		
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch)	1·41 †	1·30 †
	Dacca section		
LVI	Rohilkund and Kumaon, including—		
XL	Lucknow-Bareilly section	1·13	1·28
LXXII	Jodhpur-Bikaner—		
	Jodhpur section	1·08	1·01
	Bikaner section	1·44	0·90
LXXIII	Udaipur-Chitor	1·23	1·34
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar, including—		
LXXV	Jetalsar-Rájkot		
LXXVI	Jámnagar	1·90	1·83
LXXVII	Dhrángadra		

* Calculated on the gross ton-mileage of both the Oudh and Rohilkhand and Cawnpore-Burhwal (metre gauge link) railways.
† Approximate figures.
‡ Opened for traffic during 1899.

Carriage and wagon expenses.

Carriage and wagon expenses per 1,000 home vehicle-miles (standard gauge).

18. The carriage and wagon expenses for the standard gauge lines open for traffic, based on the cost per 1,000 home vehicle-miles, are shown in the following table:

Classification number.	Railway.	1898. Total vehicle-mileage.	1898. Average mileage per coaching vehicle.	1898. Average mileage per goods vehicle.	1898. Carriage and wagon expenses per 1,000 home vehicle-miles.	1899. Total vehicle-mileage.	1899. Average mileage per coaching vehicle.	1899. Average mileage per goods vehicle.	1899. Carriage and wagon expenses per 1,000 home vehicle-miles.
		Miles.	Miles.	Miles.	R	Miles.	Miles.	Miles.	R
I	East Indian, including—								
XX	Delhi-Umballa-Kalka	331,639,402	60,428	22,570	5·49	363,094,098	60,527	21,692	5·33
XXI	Tarkessur								
XXII	South Behar (Luckeeserai-Gya)†								
II	Bengal Central	5,495,677	35,019	3,964	8·96	6,518,274	32,723	5,621	7·08
III	Bengal-Nágpur	64,161,819	45,001	14,184	4·01	64,996,224	51,985	13,081	4·30
IV	Indian Midland, including—								
V & XXX	Bhopal-Itársi								
XXVIII	Bina-Goona-Bárán	40,996,620	32,467	12,737	7·95	50,317,164	37,539	15,685	8·73
XXIX	Bhopal-Ujjain								
XI	North Western State, including—								
XII	Hyderabad-Shadipalli								
XXIII	Southern Punjab (Delhi-Samásata)	251,973,938	35,253	15,654	6·55	244,358,081	35,448	14,343	6·93
XXXVI	Rájpura-Bhátinda								
XXXVII	Jammu and Kashmir								
XIII	Oudh and Rohilkhand State	84,061,305	29,453	14,243	5·66	88,437,658	31,783	14,714	9·20
XIV	Eastern Bengal State	42,574,053	33,070	12,072	7·53	45,358,769	33,825	12,949	10·02
XVI	East Coast State, including— Ennúr-Bezwada section (Bezwada-Madras)*	17,071,017	26,838	6,112	7·83	28,281,389	32,037	9,173	6·27
XVII	Great Indian Peninsula, including—								
VII	Wardha Coal								
VIII	Dhond-Manmád	160,808,857	30,410	13,544	22·97	163,236,163	29,745	14,019	14·53
XXVI	Khamgaon								
XXVII	Amráoti								
XVIII	Bombay, Baroda and Central India, including—								
VI	Godhra-Rutlam-Nágdá								
XXV	Tapti Valley*	76,481,519	39,068	13,591	12·69	86,176,774	48,178	14,588	16·76
XXXII	Nágdá-Ujjain								
XXXIII	The Gaekwar's Petlád								
XIX	Madras, including—								
	Washermenpet-Ennúr section (Bezwada-Madras)	155,377,152	28,505	11,572	8·61	58,546,454	26,553	12,953	7·85
XXXIV	Kolar Gold-fields								
XXXI	The Nizam's Guaranteed State, including—								
IX	Bezwada extension (East Coast State).	20,117,355	41,871	17,190	6·30	21,499,144	40,205	17,701	5·33

Carriage and wagon expenses per 1,000 home vehicle-miles (metre gauge).

19. On the metre gauge lines the carriage and wagon expenses, based on the cost per 1,000 home vehicle-miles, were:

Classification number.	Railway.	1898. Total vehicle-mileage.	1898. Average mileage per coaching vehicle.	1898. Average mileage per goods vehicle.	1898. Carriage and wagon expenses per 1,000 home vehicle-miles.	1899. Total vehicle-mileage.	1899. Average mileage per coaching vehicle.	1899. Average mileage per goods vehicle.	1899. Carriage and wagon expenses per 1,000 home vehicle-miles.
		Miles.	Miles.	Miles.	R	Miles.	Miles.	Miles.	R
XXXIX	Bengal and North-Western— Tirhoot section Company's section	57,358,690	44,717	9,020	2·54	71,316,471	41,244	10,346	2·70
XLI	Rajputana-Malwa, including—								
XLII	Pálanpur-Deesa								
LXI	Ahmedabad-Parántij	160,343,711	28,986	16,157	5·71	185,184,198	29,327	19,461	5·04
LXIII	The Gaekwar's Mehsána								
XLIII	Southern Mahratta, including—								
XLIV	Guntakal-Mysore frontier								
XLV	Mysore section (Southern Mahratta).								
LXV	Kolhápur	58,560,743	18,114	8,937	7·32	68,633,054	17,025	11,233	7·02
LXVI	Yesvantpur-Mysore frontier								
LXVII	Mysore-Nanjangúd								
LXVIII	Birur-Shimoga†								

* Opened for traffic during 1898.
† Opened for traffic during 1899.

Carriage and wagon expenses per 1,000 home vehicle-miles (metre gauge)—concld.

Classification number.	Railway.	1898. Total vehicle-mileage.	1898. Average mileage per coaching vehicle.	1898. Average mileage per goods vehicle.	1898. Carriage and wagon expenses per 1,000 home vehicle-miles.	1899. Total vehicle-mileage.	1899. Average mileage per coaching vehicle.	1899. Average mileage per goods vehicle.	1899. Carriage and wagon expenses per 1,000 home vehicle-miles.
		Miles.	Miles.	Miles.	R	Miles.	Miles.	Miles.	R
XLVI	South Indian, including—								
XLVII	Mâyavaram-Mutupet	66,525,029	40,197	8,949	7·93	63,948,543	35,582	9,272	7·63
LXXX	Pondicherry								
LXXXI	Karaikkal-Peralam*								
XLVIII	Assam-Bengal	12,459,521	31,746	6,863	3·57	19,085,676	34,759	11,751	2·71
XLIX	Burma	77,970,764	43,571	12,843	5·50	77,070,433	41,862	12,400	5·39
L	Eastern Bengal State—								
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) Dacca section	44,432,182	33,801	10,903	4·18	(a) 47,923,033	(a) 33,924	(a) 10,823	(a) 4·04
LVI	Rohilkund and Kumaon, including—	12,932,634	27,337	10,727	3·86	15,718,212	26,280	14,020	3·95
XL	Lucknow-Bareilly section								
LXXII	Jodhpur-Bikaner—								
	Jodhpur section	5,997,931	39,038	12,305	3·58	6,532,629	40,351	13,929	4·91
	Bikaner section	630,835			4·97	742,701			3·98
LXXIII	Udaipur-Chitor	860,250	25,330	6,480	3·74	952,837	27,146	7,834	11·22
LXXIV	Bhávnagar-Góndal-Junágad-Porbandar, including—								
LXXV	Jetalsar-Râjkot	12,999,352	26,362	6,587	5·05	14,039,205	28,223	7,173	4·72
LXXVI	Jamnagar								
LXXVII	Dhrángadrá*								

Traffic expenses.

Traffic expenses per train-mile (standard and metre gauges).

20. The traffic expenses per train-mile, on the standard and metre gauge lines, are shown in the following table:

Classification number.	Railway.	1898. Train-mileage per mean mile worked.	1898. Average distance between stations.	1898. Traffic expenses per train-mile.	1899. Train-mileage per mean mile worked.	1899. Average distance between stations.	1899. Traffic expenses per train-mile.
	Standard gauge.	Miles.	Miles.	Ans.	Miles.	Miles.	Ans.
I	East Indian, including—	7,248	6·68	4·48	7,516	6·54	4·49
XX	Delhi-Umballa-Kalka						
XXI	Tarkessur						
XXII	South Behar (Luckeeserai-Gya)†						
II	Bengal Central	3,019	5·00	5·47	2,953	5·00	5·11
III	Bengal-Nágpur	2,109	8·90	4·83	2,023	8·83	4·99
IV	Indian Midland, including—	1,946	7·76	4·47	2,060	7·94	4·24
V & XXX	Bhopal-Itársi						
XXVIII	Bína-Goona-Bárán						
XXIX	Bhopal-Ujjain						
XI	North Western State, including—	3,108	7·61	4·63	2,923	7·38	4·84
XII	Hyderabad-Shadipalli						
XXIII	Southern Punjab (Delhi-Samásata)						
XXXVI	Rájpura-Bhátinda						
XXXVII	Jammu and Kashmir						
XIII	Oudh and Rohilkhand State, including—	2,858	7·36	4·79	3,088	7·36	4·59
LI	Cawnpore-Burhwal (metre gauge link)						
XIV	Eastern Bengal State	7,676	3·51	8·51	7,511	3·48	8·64
XVI	East Coast State	1,710	5·66	6·29	1,898	5·51	5·65
XVII	Great Indian Peninsula, including—	6,336	6·87	5·07	6,339	6·87	5·21
VII	Wardha Coal						
VIII	Dhond-Manmád						
XXVI	Khámgaon						
XXVII	Amráoti						

* Opened for traffic during 1898.
† Opened for traffic during 1899.
(a) Including the Brahmaputra-Sultanpur and Mymensingh-Jamalpur-Jagannathganj railways.

Traffic expenses per train-mile (standard and metre gauges).

Classification number.	Railway.	1898. Train-mileage per mean mile worked.	1898. Average distance between stations.	1898. Traffic expenses per train-mile.	1899. Train-mileage per mean mile worked.	1899. Average distance between stations.	1899. Traffic expenses per train-mile.
	Standard gauge—concld.	Miles.	Miles.	Ans.	Miles	Miles.	Ans.
XVIII	Bombay, Baroda and Central India, including—	4,213	5·96	6·46	4,354	6·31	5·83
VI	Godhra-Rutlam-Nágdá						
XXV	Tápti Valley						
XXXII	Nágdá-Ujjain						
XXXIII	The Gaekwar's Petlád						
XIX	Madras, including—	3,032	5·26	5·36	3,148	5·24	5·15
XXXIV	Kolar Gold-fields						
XXXI	The Nizam's Guaranteed State, including—	2,674	8·25	4·47	2,688	7·97	4·60
IX	Bezwada extension (East Coast State).						
	Metre gauge.						
XXXIX	Bengal and North-Western—	2,560	6·07	3·26	2,694	6·03	3·17
	Tirhoot section						
	Company's section						
XLI	Rajputana-Malwa, including—	3,205	7·21	4·42	3,561	7·20	4·00
XLII	Pálanpur-Deesa						
LXI	Ahmedabad-Parántij						
LXIII	The Gaekwar's Mehsána						
XLIII	Southern Mahratta, including—	1,740	7·47	4·91	1,851	7·44	4·67
XLIV	Guntakal-Mysore frontier						
XLV	Mysore section (Southern Mahratta).						
LXV	Kolhápur						
LXVI	Yesvantpur-Mysore frontier						
LXVII	Mysore-Nanjangúd						
LXVIII	Birur-Shimoga*						
XLVI	South Indian, including—	3,141	6·51	3·79	3,087	6·51	3·70
XLVII	Máyavaram-Mutupet						
LXXX	Pondicherry						
LXXXI	Káraikkal-Peralam						
XLVIII	Assam-Bengal	1,591	7·90	5·66	1,478	6·30	5·43
XLIX	Burma	3,137	6·24	5·23	3,122	6·33	4·96
L	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharllá, 2' 6" gauge, branch). Dacca section	3,088	6·79	4·91†	3,355	6·72	4·94
LIII	Deoghur	3,207	4·79	5·88	3,039	4·79	5·96
LIV	Brahmaputra-Sultanpur*	...	...	...	1,857	12·25	1·96
LV	Mymensingh-Jamálpur-Jagannathganj	...	...	...	1,612	5·34	2·11
LVI	Rohilkund and Kumaon, including—	1,824	6·34	3·97	2,066	6·34	3·67
XL	Lucknow-Bareilly section						
LVIII	Bengal Dooars	1,282	5·20	10·17	1,076	4·04	12·48
LIX	Dibru-Sadiya, including—	2,572	4·72	3·79	2,779	4·72	3·87
LX	Ledo and Tikak-Margherita Colliery						
LXII	Nilgiri*	...	...	...	2,762	3·38	2·76
LXIV	Hyderabad-Gódávari Valley*	...	...	...	876	10·28	5·43
LXXII	Jodhpur-Bikaner—						
	Jodhpur section	1,099	9·16	2·78	1,384	9·76	2·46
	Bikaner section	848	14·25	2·69	861	15·83	2·30
LXXIII	Udaipur-Chitor	764	10·14	4·35	810	11·22	5·59
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar, including—	1,322	7·23	5·85	1,350	7·23	5·62
LXXV	Jetalsar-Rájkot						
LXXVI	Jámnagar						
LXXVII	Dhrángadrá						

* Opened for traffic during 1899.
† Excluding the Mymensingh-Jamalpur-Jagannathganj railway.

General charges.

General charges, percentage on gross earnings (standard and metre gauges).

21. The general charges, both of the standard and metre gauge lines, may fairly be compared on one basis, *viz.*, that of percentage on gross earnings excluding steam-boat service. Taking the lines on one list the charges vary as follows:

Classification* number.	Railway.	1898. Gross earnings, excluding steam-boat service, per mean mile worked.	1898. General charges per cent. on gross earnings excluding steam-boat service.	1899. Gross earnings, excluding steam-boat service, per mean mile worked.	1899. General charges, per cent. on gross earnings, excluding steam-boat service.
		R	Per cent.	R	Per cent.
	Standard gauge.				
I	East Indian, including—	31,942	3·14	33,117	3·15
XX	Delhi-Umballa-Kalka				
XXI	Tarkessur				
XXII	South Behar (Luckeeserai-Gya)*				
II	Bengal Central	8,197	12·96	8,206	12·66
III	Bengal-Nágpur	7,436	8·49	7,883	8·09
IV	Indian Midland, including—	6,946	7·49	7,211	6·97
V & XXX	Bhopal-Itársi				
XXVIII	Bína-Goona-Bárán				
XXIX	Bhopal-Ujjain				
XI	North Western State, including—	11,704	3·59	10,682	3·89
XII	Hyderabad-Shadipalli				
XXIII	Southern Punjab (Delhi-Samásata)				
XXXVI	Rájpura-Bhátinda				
XXXVII	Jammu and Kashmir				
XIII	Oudh and Rohilkhand State, including—	9,900	4·70	10,811	4·61
LI	Cawnpore-Burhwal (metre-gauge link)				
XIV	Eastern Bengal State	33,895	4·28	33,774	4·29
XV	Calcutta Port Commissioners'	56,207	5·27	52,350	4·47
XVI	East Coast State†	4,941	11·79	5,425	9·31
XVII	Great Indian Peninsula, including—	23,387	3·84	24,012	3·66
VII	Wardha Coal				
VIII	Dhond-Manmád				
XXVI	Khámgaon				
XXVII	Amráoti				
XVIII	Bombay, Baroda and Central India, including—	26,615	3·55	26,681	3·18
VI	Godhra-Rutlam-Nágdá				
XXV	Tápti Valley‡				
XXXII	Nágdá-Ujjain				
XXXIII	The Gaekwar's Petlád				
XIX	Madras, including§—	12,789	5·22	12,580	5·48
XXXIV	Kolar Gold-fields				
XXXI	The Nizam's Guaranteed State, including—	11,493	9·55	12,468	6·10
IX	Bezwada extension (East Coast State)				
	Metre gauge.				
XXXIX	Bengal and North-Western—				
	Tirhoot section	6,719	6·31	6,854	6·32
	Company's section				
XLI	Rajputana-Malwa, including—	11,708	5·36	13,855	4·57
XLII	Pálanpur-Deesa				
LXI	Ahmedabad-Parántíj				
LXIII	The Gaekwar's Mehsána				

* Opened for traffic during 1899.
† Includes the Washermanpet-Ennúr section from 1st July 1899, previous to which it was included with the Madras railway.
‡ Opened for traffic during 1898.
§ Includes the Washermanpet-Ennúr section up to 30th June 1899, after which it was included with the East Coast State railway.

General charges, percentage on gross earnings (standard and metre gauges)—concld.

Classification number.	RAILWAY.	1898. Gross earnings, excluding steam-boat service, per mean mile worked.	1898. General charges, per cent. on gross earnings, excluding steam-boat service.	1899. Gross earnings, excluding steam-boat service, per mean mile worked.	1899. General charges, per cent. on gross earnings, excluding steam-boat service.
		R	Per cent.	R	Per cent.
	Metre gauge—concld.				
XLIII	Southern Mahratta, including—				
XLIV	Guntakal-Mysore frontier				
XLV	Mysore section (Southern Mahratta)				
LXV	*Kolhápur	4,608	12·52	4,865	10·74
LXVI	Yesvantpur-Mysore frontier				
LXVII	Mysore-Nanjangúd				
LXVIII	Birur-Shimoga*				
XLVI	South Indian, including—				
XLVII	Máyavaram-Mutupet	7,890	7·29	7,991	7·16
LXXX	Pondicherry				
LXXXI	Káraikkal-Peralam †				
XLVIII	Assam-Bengal	4,492	17·38	3,675	20·48
XLIX	Burma	9,579	7·65	9,326	7·80
L	Eastern Bengal State—				
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch)	9,790	4·82	10,652	4·68
	Dacca section				
LIII	Deoghur	6,701	7·84	6,944	7·07
LIV	Brahmaputra-Sultanpur*	...	...	1,975	4·41
LV	Mymensingh-Jamálpur-Jagannathganj†	1,385	‡	1,913	2·36
LVI	Rohilkund and Kumaon, including—	5,385	9·74	6,189	8·67
XL	Lucknow-Bareilly section				
LVIII	Bengal Dooars	7,020	11·31	7,144	9·48
LIX	Dibru-Sadiya, including—	9,844	9·60	10,853	8·73
LX	Ledo and Tikak-Margherita Colliery				
LXII	Nilgiri*	...	...	9,120	1·82
LXIV	Hyderabad-Gódávari Valley*	...	...	2,497	6·98
LXXII	Jodhpur-Bikaner—				
	Jodhpur section	3,815	3·15	5,326	2·71
	Bikaner section	2,021	3·71	1,930	3·05
LXXIII	Udaipur-Chitor	2,375	8·79	3,337	6·37
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar, including—				
LXXV	Jetalsar-Rájkot	4,452	10·70	4,927	9·33
LXXVI	Jámnagar				
LXXVII	Dhrángadrá†				

Compensation.

22. The total expenses, on the standard and metre-gauge lines, for compensation for goods lost or damaged, personal injury, or other claims connected with railway working, amounted to R2,51,996, being 0·09 per cent. on the gross earnings, against R3,01,067, equal to a percentage of 0·11 on gross earnings in 1898.

* Opened for traffic during 1899.
† Opened for traffic during 1898.
‡ Information not available.

CHAPTER IV.

DETAILS OF REVENUE EARNINGS AND EXPENDITURE.

A map showing the several systems of Indian railways corrected up to the 30th September 1900 is inserted at the commencement of the report.

2. The following paragraphs contain a brief general review of the revenue earnings and expenditure of the standard and metre gauge railway systems during the year 1899, as compared with those of the previous year; further details for each line for the year 1899 are tabulated in Part I of the Administration Report and in the appendices to this volume :

East Indian railway system (standard gauge).

3. The length of line open for traffic is made up as follows :

	Miles.
East Indian railway	1,710·67
Delhi-Umballa-Kalka railway	162·24
Tarkessur railway	22·23
South Behar (Luckeeserai-Gya) railway	78·76
TOTAL . .	1,973·90

The mean mileage worked during the year was 1,970·40 miles* against 1,926·28 miles* in the previous year. The increase was due to the opening of the South Behar (Luckeeserai-Gya) railway (78·76 miles) from the 3rd July 1899, and to the Háthras city branch, which was opened on the 1st November 1898, having been worked throughout the year.

General results. The following table shows the general results of the year's working as compared with those of the previous year :

	Mean mileage worked.*	Train-mileage.	Gross earnings.	Working expenses.†	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steamboat.	Percentage of net earnings on total capital outlay,‡ including steamboat and suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	1,926·28	13,962,223	6,17,17,629	1,98,76,376	4,18,41,253	32·21	614	10·07
1899	1,970·40	14,810,403	6,55,07,440	2,17,37,565	4,37,69,875	33·18	63	9·89
Increase or decrease . . .	+44·12	+848,180	+37,89,811	+18,61,189	+19,28,622	+0·97	+23	−0·18
Percentage of increase . . .	2·29	6·07	6·14	9·36	4·61	......	3·75	......

* Including 34·50 miles of the Eastern Bengal State railway, from the Kidderpore docks to Náihati, and 1·00 mile of the Rajputana-Malwa railway, from Agra East Bank to Agra Fort, worked over.

† Including contribution to the Provident Fund.

‡ Rupees 41,56,88,400 in 1898 and R44,26,85,342 in 1899. These figures include interest on capital of the Delhi-Umballa-Kalka and the South Behar (Luckeesarai-Gya) railways during construction. For details of the capital outlay to the 31st December 1899, see chapter II.

Surplus profits.

The divided surplus profits for the two halves of 1898 and 1899 compare as follows :

	Previous year.		1899.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
	R	R	R	R
Government share of East Indian railway proper	60,53,104	39,43,874	54,77,687	65,61,993
East Indian Railway Company's share of East Indian railway proper . . .	15,13,276	9,85,968	13,69,422	164,0,498
East Indian Railway Company's share for working the Tarkessur railway . .	23,860	15,755	21,196	16,926
TOTAL .	15,37,136	10,01,723	13,90,618	16,57,424
Tarkessur railway share of net earnings . .	95,442	63,020	84,786	67,705
Delhi-Umballa Kalka railway share of net earnings	4,77,048	3,58,858	3,60,949	3,92,728
South Behar (Luckeeserai-Gya) railway share of net earnings	...	...	...	1,32,163
South Behar (Luckeeserai-Gya) railway share of rebate received from the East Indian railway, being 30 per cent. of the proportion of earnings from traffic interchanged with the South Behar (Luckeeserai-Gya) railway	...	...	...	33,403

The increase in surplus profits amounted to R26,29,251, and was due to an increase of R19,28,622 in net earnings and a decrease of R7,00,629 in the interest and annuity charges.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year :

	Previous year.	1899.	Increase.
	R	R	R
Coaching	1,90,91,774	1,96,94,825	6,03,051
Goods	4,16,01,890	4,47,26,176	31,24,286
Electric telegraph	1,06,243	1,17,860	11,617
Steam-boat	1,89,179	2,33,040	43,861
Sundries	7,28,543	7,35,539	6,996
TOTAL .	6,17,17,629	6,55,07,440	37,89,811

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year . .	70,390	6,94,275	212,445	8,46,779	1,447,186	13,11,102	17,664,227	1,30,56,976	19,394,295	1,68,09,132
1899 . . .	70,328	6,88,083	210,792	8,60,907	1,464,816	13,28,452	18,410,612	1,43,76,771	20,156,548	1,72,54,213
Increase or decrease .	- 62	—6,192	—1,653	+ 14,128	+ 17,630	+ 17,350	+ 746,338	+ 4,19,795	+ 7,62,253	+ 4,45,081

The increase was partly due to the movement of people from the famine-stricken districts, and partly to the occurrence of native festivals ; but principally to the development of ordinary traffic and to the additional traffic consequent on the opening of the South Behar (Luckeesarai-Gya) railway.

There were increases of R53,481 and R74,567 in the earnings from "Military carriages, horses, etc." and "Parcels for the public," respectively, chiefly due to the despatch of a large number of horses and parcels to the seat of war in South Africa.

The average sum received for carrying a passenger one mile amounted to pies 2·74, the same as in the previous year.

The coaching earnings per passenger train-mile were R3·59 against R3·61.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	3,357,437	2,62,96,621	3,762,125	2,87,87,288	+404,688	+24,90,667
Military stores	15,265	4,83,069	8,267	3,50,134	—6,998	—1,32,935
Railway materials for construction (Home line only)	219,330	3,58,017	216,274	2,75,627	—3,056	—82,390
Coal and coke for the public and foreign railways	3,745,260	1,27,02,089	3,897,596	1,35,29,686	+152,336	+8,27,597
Coal and coke for construction (Home line only)	28,321	86,262	10,746	34,592	—17 575	—51,670
Coal and coke for revenue only	437,375	8,76,986	503,509	9,78,539	+66,134	+1,01,553
Revenue stores other than coal and coke	439,015	4,07,662	547,681	4,67,274	+108 666	+59,612
Live-stock	4,343	1,74,456	5,220	1,87,962	+877	+13,506
Rents, miscellaneous, etc.	...	2,16,728	...	1,15,074	...	—1,01,654
TOTAL	8,246,346	4,16,01,890	8,951,418	4,47,26,176	+705,072	+31,24,286

The noticeable fluctuations under "Merchandise, general," were as follows:

	Tons.	R
	Increase.	
Cotton, raw	10,840	1,61,082
Grain and pulse	389,049	24,28,222
Hides and skins	19,294	3,60,797
	Decrease.	
Cotton, manufactured	5,732	2,80,751
Jute	12,924	2,01,732
Oil-seeds	41,935	3,25,188
Railway plant and rolling stock carried for the public and foreign railways	30,185	2,10,318
Salt	24,936	98,396

Cotton, raw.—The increase was chiefly in despatches to Calcutta, Bombay and to the Eastern Bengal State railway *viâ* Naiháti.

Grain and pulse.—The increase was chiefly due to a large demand for food-grains in the famine-stricken districts and to good rice crops in Bengal and Behar.

Hides and skins.—The increase was due to the carriage of large quantities of raw hides to the warehouses at Cawnpore for sorting and preparation before being re-consigned to Calcutta for export to Europe.

Cotton, manufactured.—The decrease was chiefly due to the inability of the population to buy this class of goods owing to the famine in the country.

Jute.—The decrease was due to a smaller demand for shipment and bagging, owing to a falling off in the export of wheat and mustard seed.

Oil-seeds.—The decrease was chiefly in rape and mustard seeds, and was due to the deficient crop in the North-Western Provinces and Oudh and the Central Provinces and to the less demand in London.

Railway plant and rolling-stock carried for the public and foreign raliways.—The decrease was chiefly due to the carriage of less materials for the Bengal-Nágpur, Bengal and North-Western and South Behar (Luckeeserai-Gya) railways.

Salt.—The decrease was chiefly in the export traffic.

The decrease under "Military stores" was chiefly due to a falling off in the despatches of ammunition and stores from Howrah and Calcutta and of compressed fodder from Agra and *viâ* Agra (Indian Midland railway) to the North Western State railway stations.

The increase under "Coal and coke for the public and foreign raliways" was chiefly due to the increased demands of the Bengal and North-Western and the Bombay, Baroda and Central India railways, to the larger consumption by mills and factories, to

a growing demand for brick-burning purposes, and to the increased traffic, principally to Brace Bridge Hall and Kidderpore docks, for export.

The average sum received for carrying a ton of goods one mile amounted to pies 4·64 against pies 4·62 in the previous year.

The goods earnings per goods train-mile were R4·79 against R4·80.

Working expenses.

The following table compares the working expenses of the railway system during 1899 with those of the previous year :

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	44,17,023	7·16	54,12,648	8·26	+9,95,625	+1·10
Locomotive expenses	58,83,647	9·53	63,51,377	9·70	+4,67,730	+0·17
Carriage and wagon expenses	18,21,455	2·95	19,38,665	2·96	+1,17,210	+0·01
Traffic expenses	39,06,814	6·33	41,53,056	6·34	+2,46,242	+0·01
General charges	19,29,643	3·13	20,54,246	3·14	+1,24,603	+0·01
Steam-boat service	1,47,472	0·24	1,79,643	0·27	+32,170	+0·03
Special and miscellaneous expenditure	17,70,322	2·87	16,47,930	2·51	—*1,22,392*	—*0·36*
TOTAL	1,98,76,376	32·21	2,17,37,565	33·18	+18,61,189	+0·97

The increase under "Maintenance of way, works and stations" was chiefly due to the relaying of a larger length with steel rails, to heavy renewals of sleepers, to charges for fencing throughout the line and to extensive repairs of stations and buildings.

The increase under "Locomotive expenses" was due to the employment of a new District Locomotive Superintendent, two Assistant Superintendents and of additional drivers and firemen, to the increased engine-mileage run and to heavier renewals of locomotive engines.

The increase under "Carriage and wagon expenses" was chiefly due to heavier repairs of goods vehicles.

The increase under "Traffic expenses" was due to the payment of arrears of exchange compensation allowance, to the strengthening of the station and train staff, to opening of new stations and to the larger payments for handling charges on public goods.

The increase under "General charges" was mainly due to an increase in the home charges, to rent of additional accommodation for staff, and to a credit in 1898 on account of reduction in charge made by the Telegraph department for instruments.

The decrease under "Special and miscellaneous expenditure" was mainly due to a larger payment for mileage and demurrage of foreign stock during the previous year.

Rates and fares.

The principal alterations in coaching fares and goods rates will be found noted in chapter X, Part I of the Administration Report.

Bengal Central railway (standard gauge).

General results.

4. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses. *	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R			R	
Previous year	125·01	377,351	10,24,657	6,56,650	3,68,007	64·08	158	2·98
1899	†138·89	410,175	11,39,688	6,97,876	4,41,812	61·23	158	3·49
Increase or decrease	+13·88	+32,824	+1,15,031	+41,226	+73,805	—*2·85*	...	+0·51
Percentage of increase	11·09	8·70	11·23	6·28	20·06	...	...	...

* Including contribution to the Provident Fund.
† Including 13·88 miles worked over previously omitted.

Surplus profits. The following table compares the interest charges and net earnings for the first and second halves of 1898 and 1899 :

	Previous year.		1899.	
	First-half.	Second-half.	First-half.	Second-half.
	R	R	R	R
Interest charges on paid up capital . . .	2,65,106	2,54,124	2,54,258	2,52,777
Net earnings	1,72,807	1,95,200	1,95,123	2,46,689
¾ Government share	1,29,605	1,46,400	1,46,342	1,85,017
¼ Company's share	43,202	48,800	48,781	61,672

Gross earnings. The following table compares the gross earnings under main heads with those of the previous year :

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	6,80,706	6,93,483	+ 12,777
Goods	2,53,870	3,38,338	+ 84,468
Electric telegraph	2,040	1,957	*—83*
Sundries	88,041	1,05,910	+ 17,869
TOTAL .	10,24,657	11,39,688	+ 1,15,031

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows :

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year . . .	3,241	6,133	39,144	26,670	56,125	35,940	1,614,475	5,42,066	1,712,985	6,10,809
1899	3,133	7,388	27,018	23,965	55,036	34,860	1,645,388	5,62,465	1,731,475	6,28,678
Increase or decrease .	*—108*	+ 1,255	*—12,126*	*—2,705*	*—189*	*—1,080*	+30,913	+ 20,399	+ 18,490	+ 17,869

The increase in the passenger earnings was chiefly due to ordinary development of the third class passenger traffic.

The average sum received for carrying a passenger one mile amounted to 3·04 pies against 3·03 pies in the previous year.

The coaching earnings per passenger train-mile were R2·71 against R2·62.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year :

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	76,223	2,11,103	103,851	3,02,440	+27,628	+91,337
Military stores	118	168	154	204	+36	+36
Railway materials for construction (Home line only)	14,000	10,651	5,104	3,148	*—8,896*	*—7,503*
Coal and coke for the public and foreign railways	10,834	18,409	20,207	19,595	+373	+ 1,186
Coal and coke for revenue only	15,035	8,825	8,648	4,009	*—6,387*	*—4,816*
Revenue stores other than coal and coke	3,185	1,899	2,114	889	*—1,071*	*—1,010*
Live-stock	2	30	...	4	*—2*	*—26*
Rents, miscellaneous, etc.	...	2,785	...	8,049	...	+5,264
TOTAL .	128,397	2,53,870	140,078	3,38,338	+11,681	+84,468

The principal increases of traffic under "Merchandise, general," are noted below:

	Tons.	R
Grain and pulse	17,034	30,408
Jute	10,673	59,487

Grain and pulse.—The increase was due to increased outwards traffic to the Eastern Bengal State railway *viâ* Dum Dum, Calcutta and Chitpore.

Jute.—The increase was chiefly in the outwards traffic from Singia, Khutna and stations on the River Steam Navigation Company's service to Dum Dum, Chitpore and stations on the Eastern Bengal State railway.

The average sum received for carrying a ton of goods one mile amounted to 6·72 pies against 6·14 pies in the previous year.

The goods earnings per goods train-mile were R2·19 against R1·81.

Sundries.—The increase was chiefly under "Hire of vehicles," due to goods vehicles lent to the East Indian railway.

Working expenses. The following table compares the working expenses of the railway during 1899 with those of the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations .	1,64,768	16·08	1,80,278	15·82	+15,510	—0·26
Locomotive expenses	1,20,203	11·73	1,50,349	13·19	+30,146	+1·46
Carriage and wagon expenses . . .	49,263	4·81	46,140	4·05	—3,123	—0·76
Traffic expenses	1,29,042	12·59	1,30,899	11·48	+1,857	—1·11
General charges	1,32,794	12·96	1,44,276	12·66	+11,482	—0·30
Special and miscellaneous expenditure . .	60,580	5·91	45,934	4·03	—14,646	—1·88
TOTAL .	6,56,650	64·08	6,97,876	61·23	+41,226	—2·85

The increase under "Maintenance of way, works and stations" was due to the replacement of creosoted pine sleepers by sâl sleepers.

The increase under "Locomotive expenses" was chiefly due to credits in the previous year under maintenance and renewal of locomotive engines debited to the depreciation fund and to the increased train-mileage run.

Rates and fares. The principal alterations in coaching fares and goods rates will be found noted in chapter X, Part I of the Administration Report.

Bengal-Nágpur railway (standard gauge).

5. The open mileages of the several sections are as follows:

	Miles.
Main line, including Katni branch and Sanctoria coal branch . .	830·65
Sambalpur branch	30·23
Sini-Khargpur section	99·50
Kolaghat-Barang section	224·03
Khargpur-Cossye Riverside section	5·75
Total	1,190·16

The mean mileage worked during the year was 1,150·99* miles against 925·08* miles in the previous year. The increase was due to the opening of the Kolaghat-Balasore section (107·28 miles) from the 17th December 1898, the Balasore-Barang section (116·75 miles) from the 10th January 1899, and the length from Khargpur to the Cossye river (5·75 miles) from the 20th December 1899.

* Including 0·80 mile of the East Indian railway and 0·65 mile of the Great Indian Peninsula railway worked over.

General results. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked. *	Train-mileage.	Gross earnings.	Working expenses. †	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	925·08	1,950,897	68,79,193	35,15,339	33,63,854	51·10	143	3·37
1899	1,150·99	2,328,305	90,73,459	43,51,646	47,21,813	47·96	152	3·17
Increase or decrease	+225·91	+377,408	+21,94,266	+8,36,307	+13,57,959	*−3·14*	+9	*−0·20*
Percentage of increase	24·42	19·35	31·90	23·79	40·37	...	6·29	...

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	13,62,462	21,52,486	+7,90,024
Goods	48,04,497	63,63,627	+15,59,130
Electric telegraph	16,870	24,415	+7,545
Sundries	6,95,364	5,32,931	*—1,62,433*
TOTAL	68,79,193	90,73,459	+21,94,266

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	5,979	43,584	18,704	41,640	42,602	27,495	2,179,209	10,91,153	2,246,494	12,03,872
1899	6,645	53,208	25,861	62,047	49,843	39,516	2,854,491	17,91,920	2,936,840	19,46,091
Increase	666	9,624	7,157	20,407	7,241	12,021	675,282	7,00,767	690,346	7,42,819

The improvement under all classes of passenger traffic was chiefly due to the increase in the mean mileage worked, to the development of the traffic on the extensions, to the pilgrim traffic to Puri, and to the running of special trains to Benares and Puri and back on the occasion of the eclipse of the moon and other festivals, and for His Excellency the Viceroy and Governor-General of India, and His Highness the Nizam of Hyderabad.

The average sum received for carrying a passenger one mile was 2·09 pies against 2·12 pies in the previous year.

The coaching earnings per passenger train-mile were R2·58 against R1·73.

* Including 0·80 mile of the East Indian railway and 0·65 mile of the Great Indian Peninsula railway worked over.

† Including contribution to the Provident Fund.

Goods.—The following is a summary of the tonnage of goods lifted and the earning therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	529,672	39,92 112	670,8 7	52,94 632	+141,225	+13,02,5
Military stores	391	8,329	389	5,311	—2	—3,01
Railway materials for construction (Home line only)	32,056	64,034	314,419	1,96,859	+282,363	+1 32,82
Coal and coke for the public and foreign railways	708,109	4.53.180	651,615	5,19,962	—56,494	+66,78
Coal and coke for construction (Home line only)	8,388	22,100	14,292	66,636	+5,904	+44,5
Coal and coke for revenue only	52,737	1,79,902	60,073	1,89,940	+7,336	+10,0
Revenue stores other than coal and coke	118,157	80,096	139,502	72,081	+21,345	—8,01
Live-stock	147	1,411	496	4,495	+349	+3,08
Rents, miscellaneous, etc.	...	3,333	...	13,711	...	+10,37
TOTAL	1,449,657	48,04,497	1,851,683	63,63,627	+402,0 26	+15 59,1

The noticeable fluctuations of traffic under "Merchandise, general," are shewn below:

	Increase.	
	Tons.	R
Dyes and tans	3,260	25,984
Grain and pulse	95,230	9,84,206
Hides and skins	3,7051	50,938
Oil-seeds	5,173	1,38,815
Provisions	2,370	59,561
Salt	7,345	46,310
	Decrease.	
Sugar	3,946	68,310

Dyes and tans.—The increase was chiefly due to large exports of myrabolams t Bombay *viâ* Nágpur and to the import of turmeric from Sambalpur into Gondia Raipur, Chakardharpore, Purulia, and Bilaspur.

Grain and pulse.—The increase was principally due to larger imports of rice an grain and pulse, *viâ* Ásansol, into the Central Provinces and Berar, where the crop failed owing to scarcity of rain.

Hides and skins.—The increase was principally due to large despatches of ra hides from certain stations on the Bengal Nágpur and Great Indian Peninsula railway to Calcutta, owing to the mortality among cattle in the Central Provinces and Berar.

Oil-seeds.—The increase was principally due to larger despatches of til and jinjil to Bombay and Calcutta from local stations where the crops were favourable.

Provisions.—The improvement was chiefly due to despatches of dried meat an ghee from the Indian Midland railway *viâ* Katni-Murwara to Calcutta; and to th import of cocoanuts and potatoes from the East Coast State, Great Indian Peninsul and East Indian railways to stations on this line.

Salt.—The increase was due to increased imports from the Great Indian Peninsul and Bombay, Baroda and Central India railways to stations between Nágpur an Sambalpur, and to the receipt of a good supply from Naupada *viâ* Barang at Calcutta Raipur, and other stations on this line and also of Liverpool salt from Calcutta, *viâ* Ásansol and Kola at Purulia, Chakardharpore and Khargpur.

Sugar.—The decrease was due to less demands at local stations owing to th distress of the people.

The increase under "Railway materials for construction" was chiefly due to the carriage of materials for the Sini-Midnapur-Calcutta-Cuttack extensions.

There was a decrease in weight lifted with an increase in earnings under "Coal." The decrease in weight was chiefly due to a falling off in the despatches from Sanctoria coal fields to Calcutta, owing to less shipment orders; while the increase in earnings was due to long lead consignments from Radhanagar to the Great Indian Peninsula and other foreign railways *viâ* Nágpur, Katni and Barang, to large supply of coal for more material trains run on the extensions, and for the carriage of a heavy famine traffic.

The average sum received for carrying a ton of goods one mile amounted to 5·34 pies against 6·23 pies in the previous year.

The goods earnings per goods train-mile were R4·26 against R4·14.

Sundry earnings.—The earnings under this head declined by Rs. 1,62,434. The decrease occurred under mileage and demurrage, owing chiefly to imports of grain, *viâ* Asansol, in East Indian railway vehicles.

Working expenses.

The following table shows the working expenses of the railway during 1899 as compared with the previous year:

	Previous year.		1899.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent on gross earnings		
	R		R		R	
Maintenance of way, works and stations	9,53,316	13·86	12,52,046	13·80	2,98,730	—0·06
Locomotive expenses	10,14,340	14·74	11,97,402	13·20	1,83,062	—1·54
Carriage and wagon expenses	2,57,320	3·74	2,79,706	3·08	22,386	—0·66
Traffic expenses	5,89,138	8·56	7,26,516	8·01	1,37,378	—0·55
General charges	5,83,770	8·49	7,34,383	8·09	1,50,613	—0·40
Special and miscellaneous expenditure	1,17,455	1·71	1,61,592	1·78	44,137	+0·07
TOTAL	35,15,339	51·10	43,51,645	47·96	8,36,306	—3·14

The increase under "Maintenance of way, works and stations" was chiefly due to the opening of the Kolaghat-Barang section for traffic and the working of the Sini-Khargpur section for a longer period, to extraordinary repairs to all the important bridges on the open line, and to large renewals of ballast.

The increase under "Locomotive expenses" was chiefly due to the appointment of additional superior and subordinate staff, to a greater consumption of coal on account of the opening of the extensions, and to general repairs to locomotives in the workshops.

The increase under "Traffic expenses" was due to increments to the superior staff, to additional appointments in the subordinate staff, to the formation of a District Traffic Superintendent's office at Khargpur, to larger payments for handling charges, and to renewals of paulins and supply of forms, etc., to the newly-opened sections.

The increase under "General charges" was chiefly due to the extra open mileage, to the appointment of additional subordinate staff, and to the increased revenue share of the payment to Government for rent and maintenance of telegraph wires and instruments.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted in chapter X, Part I of the Administration Report.

Indian Midland railway system (standard gauge).

6. The open mileages of the several sections comprising the system are as follows:

	Miles.
Indian Midland railway	796·25
Bhopal-Itársi railway	57·39
Bina-Goona-Bárán railway	145·21
Bhopal-Ujjain railway	113·27
TOTAL	1,112·12

The mean mileage worked during the year 1899 was 1,107·09* miles against 976·48* miles in the previous year. The increase was due to the opening of the Damoh-Katni section of the Saugor-Katni extension (68·04 miles) from the 1st January 1899, and of the Goona-Bárán extension of the Bína-Goona-Bárán railway (73·47 miles) from the 15th May 1899.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.*	Train-mileage.	Gross earnings.	Working expenses. †	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	976·48	1,809,764	67,83,141	37,57,329	30,25,812	55·39	134	2·65
1899	1,107·09	2,280,356	79,83,762	45,33,269	34,50,493	50·78	139	2·73
Increase	130·61	380,592	12,00,621	7,75,940	4,24,681	1·39	5	0·08
Percentage of increase	13·38	20·03	17·70	20·65	14·04	...	3·73	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase.
	R	R	R
Coaching	24,37,401	26,33,620	1,96,219
Goods	41,94,179	51,74,411	9,80,232
Electric telegraph	21,948	33,799	11,851
Sundries	1,29,613	1,41,932	12,319
TOTAL	67,83,141	79,83,762	12,00,621

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class, mail.		Third class, ordinary.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	11,372	1,22,333	45,874	1,76,847	353,230	4,21,721	1,411,858	12,97,534	1,822,334	20,18,435
1899	12,414	1,30,123	43,244	1,71,958	319,063	4,04,702	1,655,602	14,03,978	2,030,323	21,10,761
Increase or decrease	+1,042	+7,790	*—2,630*	*—4,889*	*—34,167*	*—17,019*	+243,744	+1,06,444	+207,989	+92,326

The increase was chiefly due to the longer length of line open, to the additional train service on the main line, and to the development of traffic on the improvement of agricultural conditions.

Under "Other coaching traffic," there was an increase of R1,03,893, chiefly under "Parcels for the public," due to the increased traffic consequent on the visit of His Excellency the Viceroy to Bhopal and Gwalior and to the despatch by passenger train of military stores for the South African field force.

The average sum received for carrying a passenger one mile amounted to pies 2·88 against pies 2·87 in the previous year.

The coaching earnings per passenger train-mile were R2·71 against R2·95.

* Including 15·72 miles of the East Indian railway, 1·00 mile of the Oudh and Rohilkhand State railway, 0·13 mile of the Great Indian Peninsula railway, 3·13 miles of the Rajputana-Malwa railway, and 1·98 miles of the Bengal-Nágpur railway worked over.

† Including contribution to the Provident Fund and expenditure incurred direct by the States outside the working agreements.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	480,054	38,84,087	573,593	47,38,870	+93,539	+8,54,783
Military stores	4,206	25,732	2,405	40,647	—*1,801*	+14,915
Railway materials for construction (Home line only)	82,470	74,350	175,353	74,189	+92,883	—*161*
Coal and coke for the public and foreign railways	3,069	15,498	11,307	55,055	+8,238	+39,557
Coal and coke for construction (Home line only)	191	616	195	593	+4	—*23*
Coal and coke for revenue only	59,472	1,34,923	76,102	1,97,698	+16,630	+62,775
Revenue stores other than coal and coke	140,310	35,942	161,488	44,758	+21,178	+8,816
Live-stock	413	17,212	286	10,345	—*127*	—*6,867*
Rents, miscellaneous, etc.	...	5,819	...	12,256	...	+6,437
TOTAL	770,185	41,94,179	1,000,729	51,74,411	+230,544	+9,80,232

The principal fluctuations under "Merchandise, general," were as follows:

	Tons.	R
	Increase.	
Cotton, raw	10,802	1,30,764
Grain and pulse	40,324	3,68,093
Oil-seeds	17,791	1,58,109
All other articles of merchandise	11,991	1,08,196
	Decrease.	
Railway plant and rolling-stock (carried for the public and foreign railways)	19,767	1,08,140

Cotton, raw.—The increase was due to the greater demand for Bengal cotton on account of the failure of crops in the Bombay Presidency.

Grain and pulse.—The increase was due to the heavy export of food-grains from the North-Western Provinces to stations in the famine-stricken districts of Gujerat and Rajputana.

Oil-seeds.—The increase was due to a favourable crop and to a brisk demand in Bombay for export to Europe.

All other articles of merchandise.—The increase was chiefly in pressed grass and fodder exported to famine-stricken districts.

Railway plant and rolling-stock carried for the public and foreign railways.—The decrease was due to heavy consignments of materials carried in the previous year for the construction of the Goona-Bárán extension and Gwalior Light railways.

The average sum received for carrying a ton of goods one mile amounted to pies 6·29 against pies 6·07 in the previous year.

The goods earnings per goods train-mile were R3·96 against R3·91.

The following table compares the working expenses of the railway system during 1899 with those of the previous year:

	Previous year.		1899.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	7,60,278	11·21	9,58,983	12·01	1,98,705	+0·80
Locomotive expenses	13,57,159	20·01	16,77,401	21·01	3,20,242	+1·00
Carriage and wagon expenses	3,26,108	4·81	4,39,249	5·50	1,13,141	+0·69
Traffic expenses	5,31,138	7·83	6,04,915	7·58	73,777	—*0·25*
General charges	5,08,204	7·49	5,56,683	6·97	48,479	—*0·52*
Special and miscellaneous expenditure	2,74,442	4·04	2,96,038	3·71	21,596	—*0·33*
TOTAL	37,57,329	55·39	45,33,269	56·78	7,75,940	+1·39

The increase under " Maintenance of way, works and stations" was due to the longer length maintained, to heavier supplies of ballast, and to the extraordinary renewals on the Scindia section and Bhopal State railway.

The increase under "Locomotive expenses" was chiefly due to the increased train-mileage run, to greater quantity of Bengal coal used, and to special repairs and renewals of engines.

The increase under "Carriage and wagon expenses" was due to the conversion of high-sided wagons into covered goods wagons and to the fitting of heavier axles to a large number of covered goods wagons.

The increase under "Traffic expenses' was due to the employment of additional staff consequent on the opening of the Goona-Bárán extension of the Bína-Goona Bárán railway and Damoh-Katni section of the Saugor-Katni extension, and to the increased train-mileage run.

Rates and fares.

The principal alterations in coaching fares and goods rates will be found noted in chapter X, Part I of the Administration Report.

North Western State railway system (standard gauge).

7. The open mileages of the several sections are as follows:

	Miles.	Miles.
Commercial section—(Main line and branches)	1,914·59*	
Military section—(Sind-Pishin, Mushkaf-Bolan and Sind-Sagar railways, including the Khusálgarh branch)	1,030·21	
		2,944·80
Rájpura-Bhátinda railway		107·05
Hyderabad-Shadipalli railway		58·91
Southern Punjab (Delhi-Samásata) railway		423·72
Jammu and Kashmir railway (Native state section)		15·92
TOTAL		3,550·40

The mean mileage worked during the year 1899 was 3,511·37† miles against 3,409·34‡ miles in the previous year. The increase was due to the opening of the Narwana-Kaithal branch (23·38 miles) of the Southern Punjab (Delhi-Samásata) railway from the 1st February 1899, the Mari-Attock section (74·93 miles) from the 1st April 1899, and the Lyallpur-Toba Tek Singh section (49·00 miles) of the Wazirabad-Khanewal branch from the 22nd June 1899.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.§	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	3,409·34‡	10,507,095	3,99,72,133	2,03,19,544	1,96,52,589	50·83	225	3·86
1899	3,511·37†	10,311,497	3,75,60,147	2,03,90,341	1,71,69,806	54·29	205	3·23
Increase or decrease	+102·03	−285,598	−24,11,986	+70,797	−24,82,783	+3·46	−20	−0·63
Percentage of increase or decrease	+2·99	−2·69	−6·03	+0·35	−12·63	...	−8·89	...

* Including 5·63 miles (Meean Meer chord, and Ferozepore Cantonment to Hussainiwala) used for military traffic only.

† Including 13·00 miles of the East Indian railway from Ghaziabad to Delhi, and 1·77 miles from Delhi to junction with the Southern Punjab (Delhi-Samásata) railway worked over, but excluding 5·63 miles (Meean Meer chord and Ferozepore Cantonment to Hussainiwala) used for military traffic only.

‡ Including 13·00 miles of the East Indian railway from Ghaziabad to Delhi and 2·20 miles from Delhi to junction with the Southern Punjab (Delhi-Samásata) railway worked over, but excluding 6·12 miles (Meean Meer chord and Ferozepore Cantonment to Hussainiwala) used for military traffic only.

§ Including contribution to the Provident Fund.

The following table compares the gross earnings of the entire system under main heads with those of the previous year:

Gross earnings.

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	1,26,63,080	1,25,90,154	—72,926
Goods	2,63,84,786	2,40,00,043	—23,84,743
Electric telegraph	97,756	1,02,467	+4,711
Steam-boat	68,433	51,604	—16,829
Sundries	7,58,078	8,15,879	+57,801
TOTAL	3,99,72,133	3,75,60,147	—24,11,986

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	54,323	4,26,361	196,229	6,00,855	700,887	7,44,698	15,300,850	90,47,341	16,252,289	1,08,19,255
1899	52,599	3,76,762	173,610	4,77,717	744,483	8,05,057	16,286,290	94,25,892	17,256,982	1,10,85,428
Increase or decrease	—1,724	—49,599	—22,619	—1,23,138	+43,596	+60,359	+985,440	+3,78,551	+1,004,693	+2,66,173

The increase in the passenger traffic was due to the opening of the Nárwana-Kaithal branch of the Southern Punjab (Delhi-Samásata) railway, the Mári-Attock section and of the extension of the Wazirabad-Lyallpur branch from Lyallpur to Toba Tek Singh; and to the increased outward traffic of the Delhi-Peshawar section.

There was, however, a large decrease in other coaching traffic, mainly under "Military baggage" and "Military carriages, horses and dogs," due to the unusually heavy traffic on account of the North-Western frontier expedition in the previous year.

The average sum received for carrying a passenger one mile amounted to 2·42 pies against 2·43 pies in the previous year.

The coaching earnings per passenger train-mile were R2·94 against R3·02.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	2,443,240	2,29,40,058	2,512,621	2,14,08,952	+69,381	—15,31,106
Military stores	59,638	11,30,287	18,929	4,48,460	—40,709	—6,81,827
Railway materials for construction (Home line only)	729,839	3,48,961	653,285	2,40,353	—76,554	—1,08,608
Coal and coke for the public and foreign railways	42,515	1,60,550	33,590	90,700	—8,925	—69,850
Coal and coke for construction (Home line only)	6,463	19,342	12,268	31,777	+5,805	+12,435
Coal and coke for revenue only	203,124	4,71,268	200,848	4,90,650	—2,276	+19,382
Revenue stores other than coal and coke	1,043,296	8,46,356	1,253,736	9,02,186	+210,440	+55,830
Live-stock	5,883	2,25,042	5,180	1,70,904	—703	—54,648
Rents, miscellaneous, etc.	...	2,42,322	...	2,15,971	...	—26,351
TOTAL	4,533,998	2,63,84,786	4,690,457	2,40,00,043	+156,459	—23,84,743

The noticeable fluctuations of traffic under "Merchandise, general," are noted below:

	Decrease.	
	Tons.	R
Grain and pulse	55,347	17,02,752
Oil-seeds	22,069	1,59,323
Sugar	6,528	1,86,361
Fodder	...	2,44,445
	Increase.	
Fodder	9,379	...
Hides and skins	13,333	1,58,097
Manures	25,862	2,09,033
Railway plant and rolling-stock carried for the public and foreign railways	63,604	2,13,957

Grain and pulse.—The decrease was mainly in the wheat traffic, and was due to smaller bookings to Rawalpindi and Peshawar owing to the close of the frontier expedition, and to a less European demand.

Oil-seeds.—The decrease was chiefly under "Rape and mustard," due to failure of crops.

Sugar.—The decrease was chiefly in the traffic in refined sugar, due to smaller despatches from Kurrachee owing to the anti-bounty bill.

Fodder.—The decrease in the earnings with an increase in the weight lifted was due to shorter lead: the demand was less owing to the close of the frontier expedition, but large quantities were carried locally.

Hides and skins.—The increase was chiefly due to large bookings to Kurrachee, East Indian railway *viâ* Ghaziabad, Delhi and Hyderabad (Sind), owing to the mortality among cattle in the Punjab on account of scarcity of fodder.

Manures.—The increase was chiefly due to larger bookings to Kurrachee.

Railway plant and rolling-stock.—The increase was due to the carriage of materials for the Ghaziabad-Moradabad, Nowshera-Dargai, Shadipalli-Balotra and Kalka-Simla railways.

The decrease under "Military stores" was chiefly due to the close of the military operations on the frontier.

The average sum received for carrying a ton of goods one mile amounted to 5·24 pies against 5·26 pies in the previous year.

The goods earnings per goods train-mile were R4·01 against R4·12.

Sundries.—The increase was chiefly under "Mileage and demurrage of vehicles over foreign lines," due to receipts from foreign lines on account of wagons sent empty for back-loading of coal from the East Indian railway.

Working expenses. The following table compares the working expenses of the railway system during 1899 with those of the previous year:

	Previous year.		1899.		Increase or decrease in amount	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	58,81,783	14·71	54,29,704	14·46	—4,52,079	—0·25
Locomotive expenses	78,14,089	19·55	81,08,475	21·59	+2,94,386	+2·04
Carriage and wagon expenses	16,51,120	4·13	16,94,528	4·51	+43,408	+0·38
Traffic expenses	30,63,065	7·66	31,01,910	8·26	+38,845	+0·60
General charges	14,33,781	3·59	14,59,950	3·89	+26,169	+0·30
Steam-boat service	40,768	0·10	47,230	0·13	+6,462	+0·03
Special and miscellaneous expenditure	4,34,938	1·09	5,48,544	1·45	+1,13,606	+0·36
Total	2,03,19,544	50·83	2,03,90,341	54·29	+70,797	+3·46

The decrease under "Maintenance of way, works and stations" was mainly due to the write-off of the cost of materials issued in previous years and to large credits for returned materials.

The increase under "Locomotive expenses" was mainly due to heavier repairs and renewals of engines.

The increase under "Special and miscellaneous expenditure" was chiefly due to payment of taxes to the Kurrachee Municipality at enhanced rates with retrospective effect, to the larger payments made to the East Indian railway on account of the increased traffic between Ghaziabad and Delhi, to the arrear charges for toll payable on the passenger traffic of the Southern Punjab railway, and to the payment of arrears of bonus under the new rules.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted in chapter X, Part I, of the Administration Report.

Oudh and Rohilkhand State railway (standard gauge), including the Cawnpore-Burhwal (metre gauge link).

8. The open mileage is 1,030·36 miles, as follows:

	Miles.
Oudh and Rohilkhand State railway	950·76
Metre gauge link—	
Burhwal to Daliganj	34·57
Aishbagh to Cawnpore bridge (left bank) . . . . } Cawnpore bridge (right bank) to Cawnpore . . .	45·03
	1,030·36*

The mean mileage worked during the year 1899 was 1,030·36 miles against 995·10 miles in the previous year. The increase was due to the working throughout the year of the Rai Bareli-Benares extension, 138·36 miles in length, against nine months in the previous year.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense. †
	Miles	Miles	R	R	R		R	
Previous year . .	995·10	2,844,040	98,51,598	45,43,871	53,07,727	46·12	190	4·56
1899	1,030·36	3,182,115	1,11,38,990	50,62,395	60,76,595	45·45	208	5·16
Increase or decrease .	+35·26	+338,075	+12,87,392	+5,18,524	+7,68,868	— 0·67	+18	+0·60
Percentage of increase	3·54	11·89	13·07	11·41	14·49	...	9·47	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase.
	R	R	R
Coaching	40,88,242	42,57,647	1,69,405
Goods	49,49,486	57,89,496	8,40,010
Electric telegraph	26,896	30,647	3,751
Sundries	7,86,974	10,61,200	2,74,226
TOTAL .	98,51,598	1,11,38,990	12,87,392

* Excluding 3·66 miles between Aishbagh and Daliganj, Lucknow-Bareilly section, Rohilkund and Kumaon railway.

† R11,63,58,467 for 1898 and R11,78,13,622 for 1899. For details of the capital outlay to the 31st December 1899, see chapter II.

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year . . .	22,501	1,19,769	72,355	1,69,284	395,268	2,88,328	5,485,906	31,12,507	5,976,030	36,89,888
1899	21,978	1,21,506	68,828	1,66,051	346,976	2,67,573	5,954,947	32,93,166	6,392,729	38,48,296
Increase or decrease .	−523	+1,737	−3,527	−3,233	−48,292	−20,755	+469,041	+1,80,659	+416,699	+1,58,408

The decrease in the number of passengers with an increase in the earnings under first class was due to an improvement in the long distance traffic, owing to the increasing popularity of the shorter route between Bengal and Upper India by means of the Rai Bareli-Benares Chord line. The decrease both in the number of passengers and earnings under second and intermediate classes was due to less movements of troops and to the withdrawal of the restrictions formerly placed upon third class passengers by mail trains. The satisfactory results under third class were principally due to a revival of the traffic to and from Hardwar and other Hindu shrines; to journeys in connection with Hindu marriages and other social functions which were held in abeyance during the famine years; to the removal of the restrictions on third class traffic by mail trains; and to the development of traffic on the Rai Bareli-Benares Chord line.

The average sum received for carrying a passenger one mile amounted to 2·67 pies against 2·68 pies in the previous year.

The coaching earnings per passenger train-mile were R2·86 against R3·05.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	1,018,210	44,87,138	1,170,717	51,92,505	+152,507	+7,05,367
Military stores	4,108	39,540	2,578	26,129	−1,530	−13,411
Railway materials for construction (Home line only)	230,607	98,529	258,288	1,19,044	+27,681	+20,515
Coal and coke for the public and foreign railways	24,173	74,599	29,771	99,954	+5,598	+25,355
Coal and coke for construction (Home line only)	7,150	22,023	6,620	18,827	−530	−3,196
Coal and coke for revenue only . . .	32,823	1,04,296	54,732	1,70,867	+21,909	+66,571
Revenue stores other than coal and coke .	297,095	92,190	451,210	1,18,486	+154,115	+26,296
Live-stock	452	12,908	769	23,426	+317	+10,518
Rents, miscellaneous, etc.	...	18,263	...	20,258	...	+1,995
Total .	1,614,618	49,49,486	1,974,685	57,89,496	+360,067	+8,40,010

The noticeable fluctuations of traffic under "Merchandise, general," are noted below:

	Increase.	
	Tons.	R
Grain and pulse	122,248	6,56,053
Railway plant and rolling-stock . .	13,346	75,841
	Decrease.	
Oil-seeds	9,964	36,155
Salt	11,674	37,740

Grain and pulse.—The increase was principally due to the great demand for food stuffs in the famine stricken districts of Rajputana and the Punjab.

Railway plant and rolling-stock.—The increase was due to the carriage of permanent-way and other construction materials for the Ghaziabad-Moradabad and Hardwar-Dehra railways.

Oil-seeds.—The decrease was due to poor crops and to the stock having been held back for higher prices.

Salt.—The decrease was partly due to the exclusion during the second-half of 1899 of the earnings of the metre-gauge cross traffic from the Bombay, Baroda and

Central India railway to the Bengal and North-Western and Rohilkund and Kumaon railways, which, under the revised agreement for working the metre gauge link, are treated as the earnings of the Bengal and North-Western railway, and partly to smaller imports of Sambhar salt into stations between Lucknow and Benares.

The average sum received for carrying a ton of goods one mile amounted to 5·46 pies against 5·71 pies in the previous year.

The goods earnings per goods train-mile were R3·42 against R3·29.

Sundries.—The increase under this head was entirely due to the Oudh and Rohilkhand State railway share of the earnings of the metre gauge link cross traffic received from the Bengal and North-Western Railway Company being shown for the first time under this head, and to receipts for the hire of rolling-stock borrowed by the Ghaziabad-Moradabad and Hardwar-Dehra railways for construction purposes.

Working expenses. The following table compares the working expenses of the railway system during the year 1899 with those of the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	12,49,963	12·69	13,20,272	11·85	+70,309	—0·84
Locomotive expenses	13,00,890	13·21	12,69,554	11·40	—31,336	—1·81
Carriage and wagon expenses	4,76,129	4·83	8,13,929	7·31	+3,37,800	+2·48
Traffic expenses	8,23,176	8·36	9,12,708	8·19	+89,532	—0·17
General charges	4,35,800	4·42	4,71,139	4·23	+35,339	—0·19
Special and miscellaneous expenditure	2,57,913	2·61	2,74,793	2·47	+16,880	—0·14
Total	45,43,871	46·12	50,62,395	45·45	+5,18,524	—0·67

The increase under "Maintenance of way, works and stations" was chiefly due to extensive re-ballasting with shingle ballast, to heavy renewals of rails, to repairs of stations and buildings, and to the carriage of a large quantity of revenue stores.

The decrease under "Locomotive expenses" was chiefly due to the large expenditure incurred on 5 new passenger engines placed on the line during the previous year, whereas the outlay during the current year was confined to ordinary repairs only.

The increase under "Carriage and wagon expenses" was entirely due to extensive renewals of both coaching and goods vehicles.

The increase under "Traffic expenses" was chiefly due to the bonus granted to the late Traffic Superintendent on his retirement, to the increases in the office establishment and to the increased train-mileage run.

Rates and fares. The principal alterations in coaching fares and goods rates will be found noted in chapter X, Part I of the Administration Report.

Eastern Bengal State railway system (standard, metre and special gauges) including the Mymensingh-Jamalpur-Jagannathganj and Brahmaputra-Sultanpur railways (metre gauge).

9. The railway system consists of:

	Miles.
Eastern and Southern sections (*standard gauge*)	267·79
Northern, Behar and Barsoi-Kissengunge sections (*metre gauge*)	441·44
Dacca section (*metre gauge*)	85·92
Kaunia-Dharlla branch (*2′—6″ gauge*)	37·03
Mymensingh-Jamalpur-Jagannathganj railway (*metre gauge*)	53·37
Brahmaputra-Sultanpur railway (*metre gauge*)	24·50
Total	910·05

The mean mileage worked during the year was 884·78 miles against 827·88 miles worked in the previous year. The increase was principally due to the opening of the Shivarampore-Faridpur section of the Rajbari-Faridpur branch (7·43 miles), Singhjani-Jagannathganj section (20·30 miles) of the Mymensingh-Jamalpur-Jagannathganj railway and Santahar-Bogra section (24·50 miles) of the Brahmaputra-Sultanpur railway, during the year.

General results.

The following table compares the general results of the year's working with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	827·88	3,719,730	1,47,25,539	63,86,261	83,39,278	43·37	329	7·06
1899	884·78	3,990,772	1,57,15,236	73,57,614	83,57,622	46·82	329	6·66
Increase or decrease	+56·90	+271,042	+9,89,697	+9,71,353	+18,344	+3·45	...	—0·40
Percentage of increase	6·87	7·28	6·72	15·21	0·22	...	...	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1899.	Increase.
	R	R	R
Coaching	50,40,129	53,38,245	2,98,116
Goods	87,23,093	92,33,926	5,10,833
Electric telegraph	32,316	33,906	1,590
Steam-boat	4,90,610	5,74,245	83,635
Sundries	4,39,391	5,34,914	95,523
TOTAL	1,47,25,539	1,57,15,236	9,89,697

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	46,309	1,66,820	125,957	2,07,280	892,770	4,58,427	9,427,919	37,05,747	10,492,955	45,38,274
1899	48,687	1,67,681	124,563	2,06,951	935,845	4,48,410	10,257,756	39,32,061	11,366,851	47,55,104
Increase or decrease	+2,378	+862	—1,394	—329	+43,075	—10,017	+829,837	+2,26,314	+873,898	+2,16,830

The increase in the passenger earnings was chiefly due to a general development of traffic on the opening of the Mymensingh-Jamalpur-Jagannathganj and Brahmaputra-Sultanpur railways and to through booking with the Ranaghat-Krishnagar Light railway.

There was an increase under "Parcels for the public", due to an improvement in the fish traffic.

The average sum received for carrying a passenger one mile amounted to 2·68 pies against 2·69 pies in the previous year.

The coaching earnings per passenger train mile were R2·83 against R2·75.

Goods.—The following is a summary of the tonnage of goods lifted, and the earnings therefrom, as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	1,296,632	80,31,373	1,410,859	85,21 824	+114,227	+4,90,451
Military stores	210	746	179	1,074	*—31*	+328
Railway materials for construction (Home line only)	130,108	1,85,889	129,084	1,95,775	*—1,024*	+9,886
Coal and coke for the public and foreign railways	230,786	2,18,459	218,394	1,78,237	*—12,392*	*—40,222*
Coal and coke for construction (Home line only)	...	...	89	37	+89	+37
Coal and coke for revenue only	105,910	1,01,247	129,963	1,23,831	+24,053	+22,584
Revenue stores other than coal and coke	68,878	97,190	90,640	1,31,492	+21,762	+34,302
Live-stock	289	4,464	355	3,769	+66	*—695*
Rents, miscellaneous, etc.	...	83,725	...	77,888	...	*—5,837*
TOTAL	1,832,813	87,23,093	1,979,563	92,33,927	+146,750	+5,10,834

The noticeable increases under "Merchandise, general" are noted below:

	Increase.	
	Tons.	R
Grain and pulse	135,446	4,57,097
Railway plant and rolling-stock	11,607	71,544
Tobacco	3,236	44,681

Grain and pulse and tobacco.—The increase was chiefly due to a good demand in the market.

Railway plant and rolling-stock.—The increase was due to the heavy despatches for the Cooch Behar, Bengal Dooars and Brahmaputra-Sultanpur railways.

The average sum received for carrying a ton of goods one mile amounted to 8·15 pies against 8·39 pies in the previous year.

The goods earnings per goods train-mile were R4·51 against R4·62.

Working expenses. The following table compares the working expenses of the Eastern Bengal State railway system during 1899 with those of the previous year:

	PREVIOUS YEAR.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	15,62,615	10·61	20,02,481	13·40	+5,29,866	+2·79
Locomotive expenses	14,10,206	9·57	15,43,874	9·89	+1,33,668	+0·32
Carriage and wagon expenses	5,06,288	3·44	6,44,480	4·13	+1,38,192	+0·69
Traffic expenses	15,80,779	10·78	16,68,836	10·69	+88,057	*—0·04*
General charges	6,39,127	4·34	6,68,437	4·28	+29,310	*—0·06*
Steam-boat service	3,65,099	2·48	3,81,252	2·44	+10,153	*—0·04*
Special and miscellaneous expenditure	3,18,700	2·17	3,11,994	2·00	*—6,706*	*—0·17*
TOTAL	63,82,814	43·34	73,11,354	46·83	+9,28,540	+3·49
Add—Total working expenses of the Mymensingh-Jamalpur-Jagannathganj railway @ 45 per cent. of the gross earnings	3,447	45·00	29,925	45·00	+26,478	...
Total working expenses of the Brahmaputra-Sultanpur railway	...	...	16,336	45·00	+16,336	+45·00
GRAND TOTAL	63,86,261	43·37	73,57,615	46·82	+9,71,354	3·45

The increase under "Maintenance of way, works and stations" was chiefly due to the strengthening of gangs for ballasting the line and for putting in a large number of Denham-Olphert patent sleepers in the Calcutta district, to heavier repairs to bridges, and to new girders used in strengthening them and extensive repairs of stations and buildings.

The increase under "Locomotive expenses" was due to the increased train-mileage run, to the issue of repaired boilers, and to heavy repairs to workshop tools and machinery.

The increase under "Carriage and wagon expenses" was due to heavy repairs to coaching and goods vehicles, and to large debits for damage to foreign railway goods vehicles in the accident near Ichamutty bridge, on the Eastern section.

The increase under "Traffic expenses" was due to the opening of a new District office at Chitpore, to an increase in the subordinate superintendence, to the strengthening of district offices, and to the opening of the Mymensingh-Jamalpur-Jagannathganj and Brahmaputra-Sultanpur railways.

Rates and fares. The principal alterations in the coaching fares and goods rates will be found noted in chapter X, Part I of the Administration Report.

Calcutta Port Commissioners' railway (standard gauge).

10. The open mileage of the railway is the same as in the previous year as shown below:

	Miles.
Cossipore to Kidderpore docks	6·22
Shalimar branch line from Telkul Ghât Road to Bhurpara Khal at Shalimar	2·31
TOTAL .	8·53

General results. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.*	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year . .	8·53	...	4,28,262	2,78,682	1,49,580	65·07	966	2·09
1899	8·53	...	4,46,546	2,54,090	1,92,456	56·90	1,007	2·67
Increase or decrease .	...	...	+18,284	—24,592	+42,876	—8·17	+41	+0·58
Percentage of increase or decrease . .	...	...	+4·27	—8·82	+28·66	...	+4·24	...

Gross earnings. There are only two sources of revenue, *viz.*, goods and sundries, the earnings obtained from which are shown in the following table:

	Previous year.	1899.	Increase.
	R	R	R
Goods	3,65,187	3,83,203	18,016
Sundries	63,075	63,343	268
TOTAL .	4,28,262	4,46,546	18,284

Goods.—The following is a summary of the tonnage of goods lifted, and the earnings therefrom, as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	696,129	3,63,389	823,182	3,79,055	+127,053	+15,666
Coal and coke for the public and foreign railways	15,569	5,616	20,944	7,815	+5,375	+2,199
TOTAL . .	711,698	3,69,005	844,126	3,86,870	+132,428	+17,865
Less—Outstandings irrecoverable . .	...	3,818	...	3,667	...	—151
NET TOTAL .	711,698	3,65,187	844,126	3,83,203	+132,428	+18,016

* No record of train-mileage is kept.

The increase under "Merchandise, general," was chiefly due to larger receipts from grain and pulse and sugar.

Sundries.—The increase was due to an improvement in the receipts from the Shalimar branch.

Working expenses.

The following table shows the working expenses of the railway during 1899, as compared with the previous year:

	Previous year.		1899.		Decrease in amount.	Decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	40,548	9·47	34,324	7·69	6,224	1·78
Locomotive expenses	47,950	11·19	42,572	9·53	5,378	1·66
Carriage and wagon expenses	27,341	6·38	20,752	4·65	6,589	1·73
Traffic expenses	1,31,746	30·76	1,27,991	28·66	3,755	2·10
General charges	22,564	5·27	19,954	4·47	2,610	0·80
Special and miscellaneous expenditure	8,533	2·00	8,497	1·90	36	0·10
TOTAL	2,78,682	65·07	2,54,090	56·90	24,592	8·17

The decrease under "Maintenance of way, works and stations" was chiefly on account of less expenditure under "Maintenance and renewal of permanent-way" and "New minor works."

The decrease under "Locomotive expenses" and "Carriage and wagon expenses" was due to less repairs of locomotives and vehicles.

The decrease under "Traffic expenses" was due to less expenditure under "Station staff" and "Printing, stationery and tickets."

The decrease under "General charges" was due to non-payment for rent of godowns in 1899.

East Coast State railway system (standard and metre gauges).

11. The open mileages of the several sections are as follows:

	Miles.
Main line	757·62
Bezwada station to distant signal of the Bezwada extension	0·39
Cocanada branch	9·93
Waltair-Vizagapatam branch	5·14
Puri branch	27·18
Bezwada to Kistna Canal Junction (mixed gauge)	2·66
Kistna Canal Junction to Tadêpalli (metre gauge)	0·33
Total	803·25

The mean mileage worked during the year 1899 was 786·69 miles against 546·07 miles in the previous year. The increase was due to the working throughout the year of the Nellore-Kistna Canal junction and Nellore-Gudur sections (179·50 miles), to the opening of the Ennúr-Gudur section (74·60 miles) on the 23rd February, and to the transfer of the working of the Washermenpet-Ennúr section (7·00 miles) from the Madras railway from the 1st July 1899.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	546·07	934,010	27,66,678	21,15,285	6,51,393	76·46	95	0·88
1899	786·69	1,492,919	43,42,014	28,26,932	15,15,082	65·11	104	1·85
Increase or decrease	+240·62	+558,909	+15,75,336	+7,11,647	+8,63,689	−11·35	+9	+0·97
Percentage of increase	44·06	59·84	56·94	33·64	132·59	...	9·47	...

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	14,05,366	21,31 953	+7,26,587
Goods	11,76,412	20,54,015	+8,77,603
Electric telegraph	10,495	15,730	+5,235
Steam-boat	68,592	74,101	+5,509
Sundries	1,05,813	66,215	—*39,598*
TOTAL	27,66,678	43,42,014	+15,75,336

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings	No.	Earnings.
		R		R		R		R		R
Previous year	4,857	29,902	19,385	29,985	7,970	9,707	2,706,041	12,48,504	2,738,253	13,18,098
1899	6,805	51,703	29,021	63,872	10,006	19,581	3,720,046	18,56,459	3,765,878	19,91,615
Increase	1,948	21,801	9,636	33,887	2,036	9,874	1,014,005	6,07,955	1,027,625	6,73,517

The increase in the passenger traffic was due to the opening of the Bezwada-Madras section, to the improved facilities afforded in the shape of more convenient timings, to the larger attendance at the Puri fair, and to the introduction of third class return tickets at a fare and a half available for 10 days on the Pithapuram-Ellore section.

Under "Other coaching traffic" there was an increase of R53,069, chiefly under "Passengers' luggage" and "Parcels," due to the additional mileage worked.

The average sum received for carrying a passenger one mile amounted to 2·60 pies against 2·40 pies in the previous year.

The coaching earnings per passenger train-mile were R3·38 against R2·97.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	355,531	9,66,352	526,573	14,37,366	+171,042	+4,71,014
Military stores	3	127	124	3,283	+121	+3,156
Railway materials for construction (Home line only)	50,041	73,967	150,204	1,67,252	+100,163	+93,285
Coal and coke for the public and foreign railways	6,404	17,240	97,719	3,12,161	+91,315	+2,94,921
Coal and coke for revenue only	38,107	69,211	41,163	63,824	+3,056	—*5,387*
Revenue stores other than coal and coke	47,393	34,632	36,169	50,415	—*11,224*	+15,783
Live-stock	24	598	18	599	—*6*	+1
Rents, miscellaneous, etc.	...	14,285	...	19,115	...	+4,830
TOTAL	497,503	11,76,412	851,970	20,54,015	+354,467	+8,77,603

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase.	
	Tons.	R
Cotton, manufactured	3,606	29,259
Dyes and tans	6,638	35,250
Grain and pulse	73,974	1,93,931
Metals	31,497	45,001
Salt	18,299	32,484
Spices	6,356	28,437
Stone and lime	38,055	51,573
	Decrease.	
Railway plant and rolling-stock	44,693	1,40,248

Cotton, manufactured.—The increase was chiefly in bookings from Bombay *viâ* the Nizam's Guaranteed State railway to Vizianagram and Berhampore.

Dyes and tans.—The increase was due to larger despatches of tanning bark and indigo, chiefly from Bezwada to stations on the Madras and South Indian railways.

Grain and pulse.—The increase was due to large bookings, chiefly of rice, owing to scarcity in the Nizam's Dominions and in the Bombay Presidency.

Metals.—The increase was chiefly due to increased bookings of Manganese ore from Garividi to Vizagapatam for shipment.

Salt.—The increase was chiefly due to the opening of new salt stations on the Bezwada-Madras section and to increased bookings from Humma, Naupada, and Waltair.

Spices.—The increase was mainly due to large bookings of chillies and betel nuts.

Stone and lime.—The increase was due to larger despatches from Ellore and Kistna Canal junction for the Gódávari bridge works.

Railway plant and rolling-stock.—The decrease was due to the completion of the Bezwada-Madras and Bengal-Nágpur railways.

The increase under "Railway materials for construction" was due to the running of ballast trains on the Bezwada-Madras section.

The increase under "Coal and coke for the public and foreign railways" was due to the bookings of Singareni coal for the Madras and South Indian railways, Gódávari bridge, and for the public in Madras.

The average sum received for carrying a ton of goods one mile amounted to 4·23 pies against 4·39 pies in the previous year.

The goods earnings per goods train-mile were R2·38 against R2·55.

Sundries.—The decrease was mainly due to no vehicles having been hired by the Bezwada-Madras section, and to the write-back of unpaid security deposits of contractors erroneously credited to this head.

Working expenses. The following table shows the working expenses of the railway during 1899 as compared with the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Percentage on gross earnings.	Amount.	Percentage on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	5,10,317	18·45	[illegible]	16·05	+1,86,680	—2·40
Locomotive expenses	6,72,427	24·30	[illegible]	[illegible]	+2,27,046	—3·58
Carriage and wagon expenses	1,33,602	4·83	[illegible]	[illegible]	+43,836	—0·74
Traffic expenses	3,67,113	13·27	[illegible]	[illegible]	+1,60,219	—1·13
General charges	3,18,031	11·50	3,97,142	[illegible]	+79,111	—2·35
Steam-boat service	84,206	3·04	59,193	1·36	—25,0[illegible]	—1·68
Special and miscellaneous expenditure	29,589	1·07	69,357	1·60	+39,768	+0·53
Total	21,15,285	76·46	28,26,932	65·11	+7,11,647	—11·35

The increase under "Maintenance of way, works and stations" was chiefly due to the employment of additional engineering establishment and permanent-way gangs owing to the opening of the Bezwada-Madras section, and to heavier renewals of permanent-way materials.

The increase under "Locomotive expenses" was due to the transfer of an Assistant Locomotive Superintendent to the line, to new appointments of subordinates for the Bezwada-Madras section, and to the increased train-mileage run.

The increase under "Traffic expenses" was due to the transfer of three additional gazetted officers and one Traffic Inspector to this line, to the employment of an additional District Traffic Superintendent, to the formation of district offices and to the entertainment of additional establishment owing to the opening of the Bezwada-Madras section.

The increase under "General charges" was due to the entertainment of additional staff, and to increased charges for rent, maintenance and inspection of Government telegraph department.

Rates and fares. The principal alterations in the coaching fares and goods rates will be found noted in Chapter X, Part I of the Administration Report.

Great Indian Peninsula railway system (standard gauge.)

12. The open mileages of the several sections are as follows:

	Miles.
Great Indian Peninsula railway	1,288·00
Wardha Coal railway	44·88
Dhond and Manmád railway	145·44
Khámgaon railway	7·55
Amráoti railway	5·44
	1,491·31

The mean mileage worked during the year 1899 was 1,491·31 miles, the same as in the previous year.

The following table compares the general results of the year's working with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.*	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year . .	1,491·31	9,449,423	3,48,77,496	2,03,19,267	1,45,58,229	58·26	450	4·88
1899	1,491·31	9,453,932	3,58,09,430	1,95,38,849	1,62,70,581	54·56	462	5·46
Increase or decrease .	...	+4,509	+9,31,934	−7,80,418	+17,12,352	−3·70	+12	+0·58
Percentage of increase or decrease . . .	...	+0·05	+2·67	−3·85	+11·76	...	+2·67	...

The divisible surplus profits of the first-half of 1899 at the date of the submission of the accounts amounted to R35,43,144 against R27,03,895 in the first-half of the previous year, showing an improvement of R8,39,249. There were no surplus profits in the second-half of 1899, the net earnings, amounting to R56,97,218, having fallen short of the guaranteed interest by R7,85,097.

Surplus profits.

After deducting from the net earnings of the year the Company's moiety of surplus profits, charges for guaranteed interest, together with interest on over-drawn capital, and contribution to the Provident Fund, the net result showed a gain to the State of R10,01,868 against a loss for the previous year of R1,89,310.

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	70,50,427	82,11,223	+11,60,796
Goods	2,74,61,611	2,72,15,866	−2,45,745
Electric telegraph	70,381	78,884	+8,503
Sundries	2,95,077	3,03,457	+8,380
TOTAL .	3,48,77,496	3,58,09,430	+9,31,934

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class, by mail.		Third class, by other trains.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year . .	107,087	5,22,355	882,562	7,81,044	321,916	5,56,773	12,939,864	36,03,715	14,251,429	54,63,887
1899	111,632	5,55,070	946,789	8,45,123	364,417	6,52,412	14,721,669	43,07,430	16,144,507	63,60,035
Increase . . .	4,545	32,715	64,227	64,079	42,501	95,639	1,781,805	7,03,715	1,893,078	8,96,148

* Including contribution to the Provident Fund and expenditure incurred direct by the State on leased lines, but excluding rent paid for the lease of these lines.

The increase was due to the modification of the plague regulations.

There were increases also under "Passengers' luggage," chiefly due to the increase in the passenger traffic; under "Military horses," to the large number of horses and mules booked from various parts of India to Bombay for transport to South Africa; and under "Parcels for the public," to the large consignments of Commissariat stores, corn, fodder, etc., booked by passenger train for shipment to South Africa and to the increased traffic in fruit and vegetables.

The average sum received for carrying a passenger one mile was pies 2·34, the same as in the previous year.

The coaching earnings per passenger train-mile were R1·98 against R1·68.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	2,056,019	2,52,56,852	2,279,233	2,54,05,129	+223,214	+1,48,277
Military stores	8,358	1,65,208	8,583	2,03,414	+225	+38,206
Railway materials for construction (Home line only)	38,785	24,267	52,930	71,706	+14,145	+47,439
Coal and coke for the public and foreign railways	229,257	8,64,599	137,781	3,22,540	—91,476	—5,42,059
Coal and coke for construction (Home line only)	75	92	430	590	+355	+498
Coal and coke for revenue only	224,509	4,97,024	246,234	5,39,269	+21,725	+42,245
Revenue stores other than coal and coke	278,855	4,24,568	258,298	3,57,358	—20,557	—67,210
Live-stock	10,160	1,85,936	13,372	2,46,804	+3,212	+60,868
Rents, miscellaneous, etc.	...	43,065	...	69,056	...	+25,991
TOTAL	2,846,018	2,74,61,611	2,996,861	2,72,15,866	+150,843	—2,45,745

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Tons.	R
	Increase.	
Drugs and chemicals	11,743	1,33,633
Grain and pulse	158,236	11,99,352
Railway plant and rolling-stock carried for the public and foreign railways	9,706	1,22,530
Salt	5,545	...
	Decrease.	
Cotton, raw	5,308	3,44,275
Cotton, manufactured	6,095	1,80,721
Oil-seeds	47,450	6,34,664
Salt	...	1,12,152
Sugar	5,934	2,74,052

Drugs and chemicals.—The increase was due to the increased bookings of Mowha seed, from the East Indian and Indian Midland railways and from Itarsi.

Grain and pulse.—The increase was due to the movements of food grains into the famine-stricken districts, chiefly of jawar and bajra from the Madras, Nizam's and Southern Mahratta railways, and from the Berars and stations on the South-East Line to Bombay and thence to other districts, and of Rangoon rice from Bombay to the districts served by this railway.

Railway plant and rolling-stock.—The increase was due to the bookings of materials for the Hyderabad-Gódávari Valley and Indian Midland railways.

Cotton, raw.—The decrease was due to the failure of crops in Khandesh and the Berars, owing to scanty monsoons and to the meagre demands from the mills.

Cotton, manufactured.—The decrease was due to smaller demands of twist and piece-goods from Bombay on account of famine.

Oil-seeds.—The decrease was chiefly in the traffic of linseed and rape and mustard seeds, *viâ* Itársi and *viâ* Jubbulpore, due to the failure of crops.

Salt.—The increase in tonnage is accounted for by a portion of the weight booked from the Concan district and *viâ* Dadar to Bori having been re-booked to places *viâ* Nágpur, but the decrease in the earnings is due to salt booked to *viâ* Raichur at a low rate.

Sugar.—The decrease was due to a falling off in the bookings of imported sugar from Bombay, and of country sugar from foreign railways, owing to famine.

The decrease under "Coal and coke for the public" was due to a falling off in the demand for Singareni coal at Bombay.

The average sum received for carrying a ton of goods one mile amounted to pies 6·99 against pies 7·07 in the previous year.

The goods earnings per goods train-mile were R5·14 against R5·22.

Working expenses.

The following table shows the working expenses of the railway system during 1899 as compared with the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	39,78,891	11·41	40,61,984	11·34	+83,093	—0·07
Locomotive expenses	74,70,044	21·42	78,27,214	21·86	+3,57,170	+0·44
Carriage and wagon expenses	36,93,204	10·59	23,71,736	6·62	—13,21,468	—3·97
Traffic expenses	29,91,137	8·57	30,75,874	8·59	+84,737	+0·02
General charges	13,40,587	3·84	13,09,530	3·66	—31,057	—0·18
Special and miscellaneous expenditure	8,45,404	2·43	8,92,511	2·49	+47,107	+0·06
TOTAL	2,03,19,267	58·26	1,95,38,849	54·56	—7,80,418	—3·70

The increase under "Maintenance of way, works and stations" was chiefly due to the grant of grain compensation allowance, to the bonus paid to gangmen in connection with the signallers' strike and to the replacement of 69 lbs. rails with 82 lbs. rails.

The increase under "Locomotive expenses" was due to the larger quantity of fuel consumed on account of the increased train-mileage run, to the higher issue rate for Bengal coal and to a larger number of engines renewed.

The decrease under "Carriage and wagon expenses" was principally due to a smaller number of goods vehicles repaired and renewed, to smaller debits in connection with the replacement of Cammell's axles and consequent falling off in loss by exchange on English stores issued.

The increase under "Traffic expenses" was chiefly due to the grant of grain compensation allowance to the menial staff, to increases and promotions, and to the bonus paid to the station and train staff who rendered assistance during the signallers' strike.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted in chapter X, Part I of the Administration Report.

Bombay, Baroda and Central India railway system (standard gauge.)

13. The open mileages of the several sections are as follows:

	Miles.
Bombay, Baroda and Central India railway	460·90
Godhra-Rutlam-Nágdá railway	141·14
Nágdá-Ujjain railway	34·32
Gaekwar's Petlád railway	13·35
Tápti Valley railway—Kankrakhari to Nardána	138·88
TOTAL	788·59

The mean mileage worked during the year 1899 was 723·10 miles against 652·76 miles in the previous year. The increase was due to the opening of the following portions of the Tápti Valley railway:

Vyára to Chinchpáda	36·55 miles from the	5th June 1899.
Chinchpáda to Nandurbár	25·20 " " "	20th July "
Nandurbár to Dondaiche	21·44 " " "	10th November 1899.
Dondaiche to Nardána	19·78 " " "	25th " "

General results. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.*	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	652·76	2,750,035	1,73,73,233	78,81,581	94,91,652	45·37	512	7·18
1899	723·10	3,148,498	1,91,89,677	91,27,997	1,00,61,680	47·57	510	6·85
Increase or decrease	+70·34	+398,463	+18,16,444	+12,46,416	+5,70,028	+2·20	—2	—0·33
Percentage of increase or decrease	+10·78	+14·49	+10·46	+15·81	+6·01	...	—0·39	...

Surplus profits. The total amount payable to the Bombay, Baroda and Central India railway Company on account of surplus profits in comparison with 1898 is shown in the following table:

	1898.		1899.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
	R	R	R	R
Net receipts	53,71,911	34,49,894	49,04,789	44,47,778
Deduct—				
Guaranteed interest	23,55,961	24,22,858	24,16,747	24,19,423
Interest on overdrawn capital	48,367	16,064	40,414	75,965
Contribution to the Provident Fund	...	88,305	...	93,843
TOTAL	24,04,328	25,27,227	24,57,161	25,89,231
Balance surplus profits	29,52,106†	9,16,691‡	24,43,140§	18,56,190‖
Moiety payable to the Company	14,76,053	4,58,346	12,21,570	9,28,095
Add—				
Guaranteed interest	23,55,961	24,22,858	24,16,747	24,19,423
(*a*) Total payable to the Company	38,32,014	28,81,204	36,38,317	33,47,518
Percentage on total capital bearing interest, *viz.*, R10,35,07,636 for the first-half of 1898 and R10,56,29,455 for the second-half of 1898, R10,76,17,636 for the first-half of 1899 and R10,82,66,350 for the second-half of 1899	3·70	2·73	3·38	3·09
(*b*) Amount payable to the Company for the Rajputana-Malwa and Godhra-Rutlam-Nágdá railways (½th surplus profits)	7,42,260	3,30,874	6,61,490	8,50,769
TOTAL PAYABLE TO THE COMPANY (*a*+*b*)	45,74,274	32,12,078	42,99,807	41,98,287
Percentage on total capital bearing interest	4·42	3·04	3·99	3·88

The divisible surplus profits of the first-half of 1899 of the Bombay, Baroda and Central India railway at the date of the submission of the accounts amounted to R24,43,140 against R29,52,106 in the first-half of 1898, or R5,08,966 less. The surplus profits for the second-half of 1899 amounted to R18,56,190 against R9,16,691, in the second-half of 1898, an improvement of R9,39,499.

After deducting from the net earnings of the year, the Company's moiety of surplus profits and the adjustment of outstandings, and charges for guaranteed interest, contribution to the Provident Fund, and interest on overdrawn capital for the year, the net result showed a gain to the State of R21,49,665 against a gain of R19,04,241 in the previous year, an increase of R2,45,424.

* Including contribution to the Provident Fund.
† Excluding R15,477 appertaining to previous periods.
‡ Excluding R5,975 appertaining to previous periods.
§ Excluding R4,488 appertaining to previous periods.
‖ Excluding R2,357 appertaining to previous periods.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year :

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	39,35,208	50,58,165	+11,22,957
Goods	1,28,80,379	1,37,45,050	+8,64,671
Electric telegraph	47,946	60,550	+12,604
Sundries	5,09,700	3,25,912	*—1,83,788*
TOTAL	1,73,73,233	1,91,89,677	+18,16,444

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	143,928	1,45,370	1,308,337	4,09,320	308,648	5,12,057	12,206,194	21,44,249	13,967,107	32,10,996
1899	156,249	1,63,855	1,466,066	5,30,158	387,555	6,66,054	14,839,656	30,08,988	16,849,526	43,69,055
Increase	12,321	18,485	157,729	1,20,838	78,907	1,53,997	2,633,462	8,64,739	2,882,419	11,58,059

The increase in the passenger traffic was due to the free movement of passengers, owing to the withdrawal of the plague restrictions, and to the season being considered propitious for the celebration of Hindu marriages.

The average sum received for carrying a passenger one mile was the same as in the previous year, *viz.*, 2·60 pies.

The coaching earnings per passenger train-mile averaged R3·34 against R3·21.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year :

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	1,745,906	1,18,68,597	1,838,597	1,24,12,286	+92,691	+ 5,43,689
Military stores	490	13,901	1,302	21,746	+812	+7,845
Railway materials for construction (Home line only)	258,562	2,00,861	297,378	2,54,668	+38,816	+53,807
Coal and coke for the public and foreign railways	49,654	2,37,302	68,382	2,90,239	+18,728	+52,937
Coal and coke for construction (Home line only)	8,976	15,124	16,802	28,120	+7,826	+12,996
Coal and coke for revenue only	55,548	1,06,793	103,157	1,96,658	+47,609	+89,865
Revenue stores other than coal and coke	78,284	88,950	101,420	1,08,150	+23,136	+19,200
Live-stock	17,371	3,29,802	27,282	4,19,865	+9,911	+90,063
Rents, miscellaneous, etc.	...	19,049	...	13,318	...	*—5,731*
TOTAL	2,214,791	1,28,80,379	2,454,320	1,37,45,050	+239,529	+8,64,671

The noticeable fluctuations of traffic under "Merchandise, general" occurred in the following commodities :

	Increase.	
	Tons.	R
Cotton, raw	13,784	1,92,447
Grain and pulse	43,214	4,17,264
Hides and skins	11,884	1,29,097
All other articles of merchandise	72,716	2,36,529
	Decrease.	
Metals	6,015	1,23,997
Oil-seeds	20,607	1,91,250
Sugar	4,778	85,629

Cotton, raw.—The increase was mainly in the traffic received at Bombay *viá* Sábarmati.

Grain and pulse.—The increase was chiefly in the traffic in rice, jawar and bajra carried locally and forwarded *viá* Sábarmati and Godhra from Bombay, and in that exchanged with other foreign lines. There was, however, a heavy decrease under wheat traffic to Bombay booked locally and *viá* Sábarmati and Godhra.

Hides and skins.—The increase was due to a larger export on account of heavy mortality among the cattle caused by the famine.

All other articles of merchandise.—The increase was due to large despatches of hay and grass to famine areas on account of scarcity.

Metals.—The decrease was in the traffic booked locally and forwarded *viá* Sábarmati, chiefly from Bombay.

Oil-seeds.—The decrease was partly in the traffic booked locally and partly in that received at Bombay *viá* Sábarmati and Godhra.

Sugar.—The decrease was partly in the traffic carried locally and partly in that forwarded *viá* Sábarmati and Godhra, chiefly from Bombay.

The average sum received for carrying a ton of goods one mile amounted to 7·78 pies against 7·53 pies in the previous year.

The goods earnings per goods train-mile were R8·41 against R8·44.

Sundries.—The decrease was chiefly due to heavier recoveries in the previous year on account of supervision and commission charges for work done for the Tápti Valley and Rajpipla State railways and for the Bombay Municipality.

Working expenses.

The following table shows the working expenses of the railway system during 1899 as compared with the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	19,93,496	11·47	23,27,204	12·13	+3,33,708	+0·66
Locomotive expenses	28,33,750	16·31	33,04,969	17·22	+4,71,219	+0·91
Carriage and wagon expenses	9,95,019	5·73	14,44,516	7·53	+4,49,497	+1·80
Traffic expenses	11,10,280	6·39	11,46,558	5·97	+36,278	—0·42
General charges	6,16,245	3·55	6,09,866	3·18	—6,379	—0·37
Special and miscellaneous expenditure	3,32,791	1·92	2,94,884	1·54	—37,907	—0·38
TOTAL	78,81,581	45·37	91,27,[illegible]97	47·57	+12,46,416	+2·20

The increase under "Maintenance of way, works and stations" was mainly due to the outlay in the previous year having been reduced by a contribution from the Fire Insurance Fund towards the cost of renewing the Warren girder bridges.

The increase under "Locomotive expenses," was due to the increased train mileage run, to higher prices paid for coal, to heavier repairs to engines, and to the conversion of the cost of English stores at the prescribed rate of exchange instead of at the contract rate.

The increase under "Carriage and wagon expenses" was due to extensive repairs and renewals to coaching and goods stock, and to the cost of English stores having been paid at the prescribed rate of exchange.

Madras railway system (standard gauge).

14. The open mileages of the several sections are as follows:

	Miles.
Madras railway	843·40
Kolar Gold-fields railway	10·00
	853·40

The mean mileage worked during the year was 856·38 miles against 857·68 miles in the previous year. The decrease was due to the transfer to the East Coast State railway of the Washermenpet-Ennur section (8·45 miles) from the 1st July 1899. The Ranipet Branch (4·17 miles) was, however, opened to traffic from the 17th April 1899.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings	Working expenses.*	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	857·63	2,600,546	1,09,68,550	54,55,484	55,13,066	49·74	246	4·47
1899	856·33	2,695,834	1,07,72,971	56,77,726	50,95,245	52·70	242	4·13
Increase or decrease	*−1·30*	+95,288	*−1,95,579*	+2,22,242	*−4,17,821*	+2·96	*−4*	*−0·34*
Percentage of increase or decrease	*−0·15*	+3·66	*−1·78*	+4·07	*−7·58*	...	*−1·63*	...

Surplus profits.

There were no surplus profits during the year, the net earnings, amounting to R 50,49,731, having fallen short of the guaranteed interest and contribution to the Provident Institution by R8,10,373.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	40,99,357	36,14,784	*−4,84,573*
Goods	66,52,261	69,04,795	+2,52,534
Electric telegraph	17,351	16,946	*−405*
Sundries	1,99,581	2,36,446	+36,865
TOTAL	1,09,68,550	1,07,72,971	*−1,95,579*

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	25,038	2,01,378	112,723	2,56,743	9,121,191	30,33,276	9,258,972	34,91,397
1899	24,484	2,00,089	125,940	2,86,616	7,902,740	25,27,097	8,053,084	30,13,802
Increase or decrease	*−654*	*−1,289*	+13,217	+29,873	*−1,218,451*	*−5,06,179*	*−1,205,888*	*−4,77,595*

The decrease in the third class traffic was due to plague restrictions.

The average sum received for carrying a passenger one mile amounted to 2·36 pies against 2·31 pies in the previous year.

The coaching earnings per passenger train-mile were R2·93 against R 3·25.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	786,082	56,02,154	851,811	58,77,948	+65,729	+2,75,794
Military stores	1,932	75,834	1,848	59,871	*−84*	*−15,963*
Railway materials for construction (Home line only)	2,996	9,473	4,725	24,309	+1,729	+14,836
Coal and coke for the public and foreign railways	170,543	7,58,564	189,183	7,17,810	+18,640	*−40,754*
Coal and coke for revenue only	15,345	35,036	25,297	44,762	+9,952	+9,726
Revenue stores other than coal and coke	195,562	1,20,463	246,234	1,08,825	+50,672	*−11,638*
Live-stock	1,370	29,592	1,545	46,180	+175	+16,588
Rents, miscellaneous, etc.	...	21,145	...	25,090	...	+3,945
TOTAL	1,173,830	66,52,261	1,320,643	69,04,795	+146,813	+2,52,534

* Including contribution to the Provident Fund.

The noticeable fluctuations of traffic under "Merchandise, general" are noted below :

	Increase.	
	Tons.	R
Cotton, raw	7,704	82,012
Grain and pulse	50,773	1,87,499
Salt	3,939	55,635
	Decrease.	
Provisions	1,601	28,081
Sugar	14,829	34,351

Cotton, raw.—The increase was due to larger despatches of pressed cotton from Adoni, Yerraguntla, Ráichúr and the Southern Mahratta railway to Madras.

Grain and pulse.—The increase was due to larger despatches from and to local stations and stations on the East Coast State, South Indian, Great Indian Peninsula and Southern Mahratta railways.

Salt.—The increase was mainly in local traffic from Salt Cotaurs and in through traffic from the Great Indian Peninsula railway and beyond *viâ* Ráichúr.

Provisions.—The decrease was chiefly due to smaller despatches from and to local stations and to stations on the South Indian railway.

Sugar.—The decrease was due to a falling off in the local traffic and in that with foreign lines.

The average sum received for carrying a ton of goods one mile amounted to 8·32 pies against 8·35 pies in the previous year.

The goods earnings per goods train-mile were R4·73 against R4·95.

Working expenses. The following table shows the working expenses of the railway system during 1899 as compared with the previous year :

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations . .	12,78,668	11·66	12,03,092	11·17	—75,576	—0·49
Locomotive expenses	20,63,323	18·81	24,04,770	22·32	+3,41,447	+3·51
Carriage and wagon expenses . . .	4,76,721	4·35	4,59,706	4·27	—17,015	—0·08
Traffic expenses	8,71,137	7·94	8,67,041	8·05	—4,096	+0·11
General charges	5,72,964	5·22	5,90,752	5·48	+17,788	+0·26
Special and miscellaneous expenditure . .	1,92,671	1·76	1,52,365	1·41	—40,306	—0·35
TOTAL .	54,55,484	49·74	56,77,726	52·70	+2,22,242	+2·96

The decrease under "Maintenance of way, works and stations" was due to smaller expenditure for maintenance materials, and to a decrease in the charge for loss by exchange and in the amount of English stores used.

The increase under "Locomotive expenses" was due to increased engine mileage and to the debit of cost of six new locomotive engines with loss by exchange thereon.

The decrease under "Special and miscellaneous expenditure" was due to the payment of a larger sum for special contribution to the provident fund during the previous year.

The Nizam's Guaranteed State railway system (standard gauge).

15. The railway system consists of :

	Miles.
The Nizam's Guaranteed State railway	330·13
Bezwada extension of the East Coast State railway	20·58
TOTAL .	350·71

s

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean-mileage worked.*	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	-
Previous year	354·70	948,451	40,76,673	17,06,703	23,69,970	41·87	221	5·57
1899	354·70	953,465	44,22,373	17,36,962	26,85,411	39·28	240	6·23
Increase or decrease	...	+5,014	+3,45,700	+30,259	+3,15,441	—2·59	+19	+0·66
Percentage of increase	...	0·53	8·48	+1·77	13·31	...	8·60	...

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1899.	Increase.
	R	R	R
Coaching	8,43,679	8,85,198	41,519
Goods	31,45,227	34,21,651	2,76,424
Electric telegraph	18,367	20,753	2,386
Sundries	69,400	94,771	25,371
TOTAL	40,76,673	44,22,373	3,45,700

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class by mail train.		Third class by other trains.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	7,740	54,722	35,442	73,238	252,887	1,15,868	913,076	4,77,848	1,209,145	7,21,676
1899	9,346	56,285	43,494	84,657	256,438	1,16,973	921,566	4,97,497	1,230,844	7,55,412
Increase	1,606	1,563	8,052	11,419	3,551	1,105	8,490	19,649	21,699	33,736

The increase was chiefly due to the movements of the staff of His Highness the Nizam's medical department who were detailed for plague inspection in trains between Wádi and Khammameth, to the booking of passengers from the Great Indian Peninsula railway to Hyderabad, and to the increased traffic from and *viâ* Wádi and Bezwada.

The average sum received for carrying a passenger one mile amounted to 2·38 pies against 2·37 pies in the previous year.

The coaching earnings per passenger train-mile were R3·96 against R3·75.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	208,893	16,40,714	296,762	19,92,319	+27,869	+3,51,60[illegible]
Military stores	688	10,102	1,126	20,440	+438	+10,33[illegible]
Railway materials for construction (Home line only)	22,753	15,222	66,455	88,520	+43,702	+73,29[illegible]
Coal and coke for the public and foreign railways	342,956	13,80,052	325,665	12,18,834	—17,291	—1,61,21[illegible]
Coal and coke for construction (Home line only)	79	285	4,164	15,473	+4,085	+15,18[illegible]
Coal and coke for revenue only	32,786	40,536	31,195	45,752	—1,591	—3,78[illegible]
Revenue stores other than coal and coke	128,406	27,082	149,791	28,088	+21,385	+1,00[illegible]
Live-stock	306	7,449	259	6,384	—47	—1,06[illegible]
Rents, miscellaneous, etc.	...	14,785	...	5,841	...	—8,94[illegible]
TOTAL	796,867	31,45,227	875,417	34,21,651	+78,550	+2,76,42[illegible]

* Including 3·10 miles of the home line worked over twice by each train and 0·89 mile of the East Coast State railway from the distant signal at Bezwada to the Bezwada station worked over.

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase.	
	Tons.	R
Grain and pulse	26,625	2,19,801
Provisions	2,830	18,545
Spices	3,384	46,009
	Decrease.	
Timber	8,773	26,874

Grain and pulse.—The increase was due to the increased traffic in jawar and bajra received at or *viâ* Bezwada, Khammameth and Warangal and forwarded to foreign lines *viâ* Wádi, and in rice and other grains from the East Coast districts to Hyderabad, Secunderabad and the Great Indian Peninsula railway and railways beyond.

Provisions.—The increase was chiefly due to imports of cocoanuts from the East Coast State railway to Secunderabad and the Great Indian Peninsula railway and from Secunderabad *viâ* Bezwada.

Spices.—The increase was chiefly due to large despatches of chillies from Bezwada to stations on the Great Indian Peninsula railway.

Timber.—The decrease was due to a falling off in the traffic from the Great Indian Peninsula and East Coast State railways to Secunderabad.

The increase under "Railway materials for construction (Home line only)" was chiefly due to the materials carried for the Hyderabad-Gódávari Valley railway.

The decrease under "Coal and coke for the public and foreign railways" was due to smaller despatches from Yellandu to Wari Bunder and Colaba, to less bookings to stations on the Southern Mahratta railway *viâ* Bezwada and to the change in the direction of the traffic by a shorter route *viâ* Bezwada instead of *viâ* Wádi.

The average sum received for carrying a ton of goods one mile amounted to 5·42 pies against 5·15 pies in the previous year.

The goods earnings per goods train-mile were R4·69 against R4·35.

Sundries.—The increase from this source was chiefly from "Rent of stations jointly occupied."

Working expenses.

The following table compares the working expenses of the railway system during 1899 with the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations .	4,63,956	11·38	4,71,919	10·67	+7,963	0·71
Locomotive expenses	5,02,132	12·32	5,43,350	12·29	+41,218	0·03
Carriage and wagon expenses . . .	1,28,504	3·15	1,14,670	2·59	—13,834	0·56
Traffic expenses	2,65,150	6·51	2,74,414	6·21	+9,264	0·30
General charges	2,66,957	6·55	2,69,789	6·10	+2,832	0·45
Special and miscellaneous expenditure . .	80,004	1·96	62,820	1·42	—17,184	0·54
TOTAL .	17,06,703	41·87	17,36,962	39·28	+30,259	2·59

The increase under "Maintenance of way, works and stations" was chiefly due to renewals of steel sleepers on the Gollágúdá-Vikarabad section.

The increase under "Locomotive expenses" was principally due to the cost of one new locomotive engine which was charged to revenue.

The decrease under "Carriage and wagon expenses" was chiefly due to less outlay on repairs of vehicles and to the decrease under "New minor works".

The increase under "Traffic expenses" was chiefly due to the increase in the salary of the Deputy Traffic Manager, to the appointment of extra guards and to printing charges, stationery and tickets.

The decrease under "Special and miscellaneous expenditure" was chiefly due to less expenditure under "Mileage and demurrage of foreign stock" and "Loss by exchange."

Bengal and North-Western railway system* (metre gauge).

16. The open mileages of the two sections are as follows :

	Miles.
Tirhoot State railway, Government section	341·80
Bengal and North-Western railway, Company's section	743·00
	1,084·80

The mean mileage worked during the year 1899 was 1,048·72 miles against 888·60 miles in the previous year. The increase was due to the opening of the following lengths of line :

	Opened on	Miles.
Mau to Benares City	15th March 1899.	55·56
Ghazipur Ghat branch	15th March 1899.	28·37
Kopaganj to Ballia	15th March 1899.	37·61
Revelganj to Manghi Ghat	15th March 1899.	3·71
Benares City to Benares Cantonment	1st April 1899	2·50
Ballia to Chandeara Ghat	12th May 1899	29·00

General results.

The following table shows the general results of the year's working as compared with those of the previous year :

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	888·60	2,275,042	64,76,030	28,08,558	36,67,472	43·37	129	5·47
1899	1,048·72	2,824,837	77,69,669	36,25,976	41,43,693	46·67	132	5·31
Increase or decrease	+160·12	+549,795	+12,93,639	+8,17,418	+4,76,221	+3·30	+3	—0·16
Percentage of increase	18·02	24·17	19·98	29·10	12·98	...	2·33	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year :

	Previous year	1899.	Increase.
	R	R	R
Coaching	24,57,896	27,50,595	2,92,699
Goods	32,49,165	41,36,297	8,87,132
Electric telegraph	29,405	33,478	4,073
Steam-boat	5,05,916	5,81,354	75,438
Sundries	2,33,648	2,67,945	34,297
TOTAL	64,76,030	77,69,669	12,93,639

* Excluding the Segowlie-Raxaul railway, as complete information is not available.

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	16,495	52,341	24,559	41,640	62,240	42,339	6,143,734	21,67,613	6,247,028	23,03,933
1899	17,382	50,656	25,236	41,933	65,549	45,258	6,974,810	24,41,512	7,082,977	25,79,359
Increase or decrease	+887	—1,685	+677	+293	+3,309	+2,919	+831,076	+2,73,899	+835,949	+2,75,426

The improvement in the passenger traffic was chiefly due to the increase in the mileage worked, and to ordinary development.

The average sum received for carrying a passenger one mile amounted to 2·08 pies against 2·10 pies in the previous year.

The coaching earnings per passenger train-mile were R2·08 against R2·26.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	755,506	29,89,524	976,206	36,77,326	+220,700	+6,87,802
Military stores	26	83	22	54	—4	—29
Railway materials for construction (Home line only)	63,750	86,675	106,271	1,11,249	+42,521	+24,574
Coal and coke for the public and foreign railways	34,861	52,525	44,436	73,316	+9,575	+20,791
Coal and coke for construction (Home line only)	1,683	4,192	4,702	3,860	+3,019	—332
Coal and coke for revenue only	30,162	47,522	72,220	1,25,633	+42,058	+78,111
Revenue stores other than coal and coke	43,266	50,011	93,522	94,841	+50,256	+44,830
Live-stock	36	633	112	1,989	+76	+1,356
Rents, miscellaneous, etc.	...	18,000	...	48,029	...	+30,029
Total	929,290	32,49,165	1,297,491	41,36,297	+368,201	+8,87,132

The noticeable increases of traffic under "Merchandise, general" are noted below:

	Tons.	R
Coal and coke carried for the public and foreign railways	9,575	20,790
Grain and pulse	168,066	5,09,252
Opium	2,178	40,450
Salt	4,690	21,768
Sugar	4,404	20,725

Coal and coke carried for the public and foreign railways.—The increase was principally due to a demand from indigo factories and for brick-burning purposes.

Grain and pulse.—The increase was principally due to the demand in Rajputana and other famine districts.

Opium.—The increase was due to rail connection with Ghazipur, where the opium factory is situated.

Salt.—The increase was principally due to the opening of extensions.

Sugar.—The increase under this head was due to the demand in the upper provinces and development of traffic carried *viâ* Burhwal.

The average sum received for carrying a ton of goods one mile amounted to 5·30 pies against 5·55 pies in the previous year.

The goods earnings per goods train-mile were R2·76 against R2·74.

Working expenses.

The following table compares the working expenses of the railway system during 1899 with those of the previous year:

	Previous year.		1899.		Increase or decrease in amount	Increase or decrease in percentage of expenses on gross earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	7,88,657	12·18	10,23,770	13·18	+2,35,113	+1·00
Locomotive expenses	5,81,698	8·98	8,25,330	10·62	+2,43,632	+1·64
Carriage and wagon expenses	1,45,478	2·25	1,92,551	2·48	+47,073	+0·23
Traffic expenses	4,91,243	7·59	5,60,393	7·21	+69,150	—0·38
General charges	4,04,406	6·24	4,54,408	5·85	+49,942	—0·39
Steam-boat service	2,51,368	3·88	2,43,596	3·14	—7,772	—0·74
Special and miscellaneous expenditure	1,45,648	2·25	3,25,928	4·19	+1,80,280	+1·94
TOTAL	28,08,558	43·37	36,25,976	46·67	+8,17,418	+3·30

The increase under "Maintenance of way, works and stations" was chiefly due to heavy expenditure incurred on the Tirhoot section in connection with the repairs of flood damages and to sums set aside for rebuilding iron pin girders and reconstructing buildings.

The increase under "Locomotive expenses" was chiefly due to heavier consumption of coal and to more repairs undertaken owing to the additional mileage run.

The increase under "Carriage and wagon expenses" was due to heavier repairs to coaching and goods stock.

The increases under "Traffic expenses" and "General charges" were due to the opening of the new extensions.

The increase under "Special and miscellaneous expenditure" was due to heavy charges for hire of rolling-stock belonging to the Hajipur-Katihar extensions, Bengal and North-Western railway extensions and Ganges-Gogra-Doab railways, and to larger amount charged to this head on account of loss on working the link than during 1898.

Rates and fares.

The principal alterations in the passenger fare will be found noted in chapter X, Part I of the Administration Report.

Rajputana-Malwa railway system (metre gauge).

17. The open mileages of the several sections are as follows:

	Miles.
Rajputana-Malwa railway	1,672·47
Pálanpur-Deesa "	17·28
Ahmedabad-Parántij "	54·59
Gaekwar's Mehsana "	92·63
TOTAL	1,836·97

The mean mileage worked during the year 1899 was 1,837·70 miles against 1,838·44 miles in the previous year. The decrease was due to the dismantlement of 1·47 miles at Ujjain.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	1,338·44	5,891,668	2,15,24,872	92,18,394	1,23,06,478	42·83	225	8·89
1899	1,837·70	6,544,950	2,54,61,769	1,07,09,970	1,47,51,799	42·06	266	10·58
Increase or decrease	—0·74	+653,282	+39,36,897	+14,91,576	+24,45,321	—0·77	+41	+1·69
Percentage of increase or decrease	—0·05	+11·09	+18·29	+16·18	+19·87	...	+18·22	...

Surplus profits.

The divisible surplus profits for the first-half of 1899, at the date of the submission of the accounts, amounted to R33,07,452 against R37,11,300 in the first-half of the previous year, a decrease of R4,03,848. The surplus profits for the second-half of 1899 were R42,53,845 against R16,54,368 in the corresponding period of 1898, an improvement of R25,99,477.

After deducting from the net earnings of the year, the Company's share of surplus profits, charges for interest and adjustment on account of outstanding earnings, the net result showed a gain to the State for the year of R60,49,038 against a gain of R42,92,535 in the previous year, or an increase of R17,56,503.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase.
	R	R	R
Coaching	64,29,909	67,04,387	2,74,478
Goods	1,46,97,265	1,82,54,363	35,57,098
Electric telegraph	75,052	94,426	19,374
Sundries	3,22,646	4,08,593	85,947
TOTAL	2,15,24,872	2,54,61,769	39,36,897

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	20,343	1,24,835	89,257	2,15,506	224,684	2,38,458	10,202,543	50,30,861	10,536,827	56,09,660
1899	20,240	1,29,574	81,331	2,12,915	258,437	2,72,146	10,598,967	53,37,578	10,958,975	59,52,213
Increase or decrease	*−103*	+4,739	*−7,926*	*−2,591*	+33,753	+33,688	+396,424	+3,06,717	+422,148	+342,553

The increase in the passenger traffic was due to the withdrawal of the plague restrictions, to the larger attendance at *melas* and to the season being considered propitious for Hindu marriages.

There were, however, decreases under "Military baggage," and "Parcels."

The decrease under "Military baggage" was due to the return of troops from the Tirah expedition in the previous year, and that under "Parcels," chiefly to a decline in the traffic from *viâ* Ahmedabad to stations on the home line and to *viâ* Ferozepore.

The average sum received for carrying a passenger one mile amounted to pies 2·12 against pies 2·13 in the previous year.

The coaching earnings per passenger train-mile were R3·17 against R2·98.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	1,725,500	1,40,24,846	2,044,360	1,73,66,863	+318,860	+33,42,017
Military stores	6,606	1,13,333	6,412	89,909	*−194*	*−23,424*
Railway materials for construction (Home line only)	55,246	64,066	66,616	76,330	+11,370	+12,264
Coal and coke for the public and foreign railways	20,273	65,456	15,285	72,150	*−4,988*	+6,694
Coal and coke for construction (Home line only)	2,505	9,481	3,536	12,465	+1,031	+2,984
Coal and coke for revenue only	90,923	2,14,158	113,761	3,07,904	+22,838	+93,746
Revenue stores other than coal and coke	72,846	1,08,140	100,840	1,64,409	+27,994	+56,269
Live-stock	6,353	76,494	5,370	1,35,337	*−983*	+58,843
Rents, miscellaneous, etc.	...	21,291	...	28,996	...	+7,705
TOTAL	1,980,252	1,46,97,265	2,356,180	1,82,54,363	+375,928	+35,57,098

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase.	
	Tons.	R
Cotton, raw	14,025	3,01,204
Grain and pulse	2,88,893	24,95,773
Hides and skins	14,650	3,39,000
	Decrease.	
Cotton, manufactured	7,371	1,17,318
Metals	3,537	52,356
Oil-seeds	23,390	79,266
Salt	4,942	48,254
Sugar	9,902	30,807

Cotton, raw.—The increase was chiefly in the traffic carried locally and in that forwarded *viâ* Sabarmati and Godhra.

Grain and pulse.—The increase was chiefly in the traffic carried locally and in that exchanged with foreign lines.

Hides and skins.—The increase was due to heavy mortality amongst cattle owing to famine.

Cotton, manufactured.—The decrease was chiefly in traffic booked locally received *viâ* Sabarmati and Godhra, and in that exchanged with foreign lines.

Metals.—The decrease was chiefly in the traffic received *viâ* Sabarmati.

Oil-seeds—The decrease was chiefly in the traffic forwarded *viâ* Sabarmati and Godhra.

Salt.—The decrease was in the traffic carried locally.

Sugar.—The decrease was partly in the traffic carried locally and partly in that received *viâ* Sabarmati and Godhra.

The average sum received for carrying a ton of goods one mile amounted to 6·81 pies against 6·63 pies in the previous year.

The goods earnings per goods train-mile were R4·12 against R3·93.

Sundries.—The increase was chiefly due to the adjustment of arrear charges for rents of stations jointly occupied, recovered from the East Indian and Indian Midland railways for certain works at Ujjaini, Agra, Delhi, and Cawnpore.

Working expenses.

The following table compares the working expenses of the railway system during 1899 with those of the previous year:

	Previous year.		1899.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	19,90,933	9·25	27,25,749	10·70	7,34,816	+1·45
Locomotive expenses	33,76,625	15·69	39,69,417	15·59	5,92,792	−0·10
Carriage and wagon expenses	9,15,569	4·25	9,33,544	3·67	17,975	−0·58
Traffic expenses	16,28,547	7·57	16,36,025	6·43	7,478	−1·14
General charges	11,53,664	5·36	11,64,112	4·57	10,448	−0·79
Special and miscellaneous expenditure	1,53,056	0·71	2,81,123	1·10	1,28,067	+0·39
TOTAL	92,18,394	42·83	1,07,09,970	42·06	14,91,576	−0·77

The increase under "Maintenance of way, works and stations" was chiefly due to the payment of grain compensation allowance, to heavier expenditure on renewals of rails, sleepers and fastenings, and to relaying the line with 50 lb rails.

The increase under "Locomotive expenses" was mainly due to the increased train-mileage run, higher rate paid for coal and to the carriage of more coal during the year.

The increase under "Special and miscellaneous expenditure" was chiefly due to the share of earnings of the standard gauge link between Bhatinda and Ferozepore paid to the North Western State railway for working the link and to the payment of contribution to the Provident Fund at an enhanced rate.

Southern Mahratta railway system (metre gauge).

18. The open mileages of the several sections are as follows:

	Miles.
Southern Mahratta railway	1,042·04
Guntakal-Mysore frontier railway	119·50
Mysore section (Southern Mahratta) railway . . .	296·00
Kolhápur railway	29·07
Yesvantpur-Mysore frontier railway	51·35
Mysore-Nanjangúd railway	15·80
Birur-Shimoga railway	38·50
TOTAL .	1,592·26

The mean mileage worked during the year 1899 was 1,559·73 miles * against 1,556·20 miles * in the previous year. The increase was due to the opening of an extension from Nanjangúd station to Nanjangúd Town (0·55 mile) on the 12th July, and of the Birur-Shimoga railway (38·50 miles) on the 1st December 1899.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked. *	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year . . .	1,556·20	2,708,281	71,70,269	50,31,208	21,39,061	70·17	89	1·72
1899	1,559·73	2,887,745	75,87,470	51,42,909	24,44,561	67·78	94	1·93
Increase or decrease . .	+3·53	+179,464	+4,17,201	+1,11,701	+3,05,500	—2·39	+5	+0·21
Percentage of increase .	0·23	6·63	5·82	2·22	14·28	...	5·62	...

Surplus profits.

The divisible surplus profits of the Southern Mahratta railway, including the Mysore section, during the year 1899, after deducting contribution to the Provident Fund, amounted to R22,31,455 against R19,06,242 in the previous year, showing an increase of R3,25,213. The details by half-years and the amounts payable to the Company and Government are shown in the table below:

	Southern Mahratta railway.		Mysore section (Southern Mahratta).		TOTAL.	
	Previous year.	1899.	Previous year	1899.	Previous year.	1899.
	R	R	R	R	R	R
1st-half	9,92,272	10,38,079	2,82,724	1,79,446	12,74,996	12,17,525
2nd-half	5,03,249	8,65,073	1,27,997	1,48,857	6,31,246	10,13,930
TOTAL .	14,95,521	19,03,152	4,10,721	3,28,303	* 19,06,242	22,31,455
¼ payable to Company . .	3,73,880	4,75,788	1,02,680	82,076	4,76,560	5,57,864
payable to Government . .	11,21,641	14,27,364	3,08,041	2,46,227	14,29,682	16,73,591

* Including 2·99 miles of the East Coast State railway worked over.

The following table compares the gross earnings under main heads with those of the previous year :

Gross earnings.

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	21,45,752	19,84,789	—1,60,963
Goods	48,85,482	54,24,194	+5,38,712
Electric telegraph	37,229	38,266	+1,037
Sundries	1,01,806	1,40,221	+38,415
TOTAL	71,70,269	75,87,470	+4,17,201

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year . . .	16,209	96,486	47,917	1,14,001	3,781,543	16,01,365	3,845,669	18,11,852
1899	15,638	81,533	69,860	1,45,952	3,167,007	14,28,024	3,252,505	16,55,509
Increase or decrease . .	—*571*	—*14,953*	+21,943	+31,951	—*614,536*	—*1,73,341*	—*593,164*	—*1,56,343*

The decrease in the passenger traffic was chiefly due to the plague restrictions in the Mysore Province in the first-half of the year.

The average sum received for carrying a passenger one mile amounted to 2·21 pies against 2·18 pies in the previous year.

The coaching earnings per passenger train-mile were the same in both the years, *viz.*, R2·49.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year :

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	794,066	44,99,930	941,448	50,01,582	+147,382	+5,01,652
Military stores	1,137	19,422	888	9,979	—*249*	—*9,443*
Railway materials for construction (Home line only)	20,742	26,610	19,797	33,708	—*945*	+7,098
Coal and coke for the public and foreign railways	4,072	18,445	3,067	11,351	—*1,005*	—*7,094*
Coal and coke for revenue only . . .	38,056	1,99,512	49,285	2,42,977	+11,229	+43,465
Revenue stores other than coal and coke .	71,570	94,991	78,906	94,304	+7,336	—*687*
Live-stock	363	7,487	720	11,590	+357	+4,103
Rents, miscellaneous, etc.	...	19,085	...	18,703	...	—*382*
TOTAL .	930,006	48,85,482	1,094,141	54,24,194	+164,105	+5,38,712

The noticeable fluctuations of traffic under "Merchandise, general" were as follows:

	Tons.	R
	Increase.	
Grain and pulse	76,876	6,08,075
	Decrease.	
Metals	7,104	64,712
Oils	2,478	40,082
Salt	5,900	45,812

Grain and pulse.—The increase was chiefly due to the movement of food stuffs on account of the famine.

Metals.—The decrease was mainly due to the carriage of iron pipes for the water-works at Bangalore during the previous year.

Oils.—The decrease was chiefly in the traffic in kerosine oil, due to a falling off in the inwards traffic *viâ* Portuguese Frontier and Poona.

Salt.—The decrease was principally due to less imports *viâ* Poona into the Mysore Province and the Bellary district.

The average sum received for carrying a ton of goods one mile amounted to 6·23 pies against 6·47 pies in the previous year.

The goods earnings per goods train-mile were R2·60 against R2·64.

Working expenses. The following table compares the working expenses of the railway system during 1899 with those of the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	11,87,437	16·56	11,91,994	15·71	+4,557	−0·85
Locomotive expenses	15,37,250	21·44	16,49,799	21·74	+1,12,549	+0·30
Carriage and wagon expenses . . .	4,28,407	5·98	4,81,783	6·35	+53,376	+0·37
Traffic expenses	8,30,655	11·58	8,43,114	11·11	+12,459	−0·47
General charges	8,97,412	12·52	8,15,004	10·74	−82,408	−1·78
Special and miscellaneous expenditure .	1,50,047	2·09	1,61,215	2·13	+11,168	+0·04
TOTAL .	50,31,208	70·17	51,42,909	67·78	+1,11,701	−2·39

The increase under "Locomotive expenses" was due partly to the increased train-mileage run, and partly to the carriage of a larger quantity of fuel for revenue purposes.

The increase under "Carriage and wagon expenses" was due to a large number of vehicles having been repaired and repainted, to fitting of glass windows and shutters to a large number of 3rd class carriages and of Jones' buffers to a large number of goods vehicles, and to the adjustment of the cost of 5 covered goods bogie under frames and fittings in replacement of wagons damaged in the accident at Phursangi.

The decrease under "General charges" was due to the adjustment in the previous year of the Company's share of the cost of the police force employed on the Mysore State railway from August 1889 to December 1894.

Rates and fares. The principal alterations in goods rates will be found noted in Chapter X, Part I of the Administration Report.

South Indian railway system (metre gauge).

19. The open mileages of the several sections are as follows:

	Miles.
South Indian railway	1,030·53
Mâyavaram-Mutupet railway	53·99
Pondicherry railway	7·80
Kâraikkal-Peralam railway	14·45
TOTAL .	1,106·77

The mean mileage worked during the year was 1,099·98 miles against 1,113·20 miles in the previous year. The decrease was due to the transfer to the East Coast State railway of the line from Gudur to Nellore (23·71 miles) from the 1st November 1898. The Negapatam-Nagore extension (4·49 miles) was, however, opened to traffic from the 1st December 1899 and the Pillaiyarpatti and certain other sidings (about 8·16 miles) were transferred to the main line on various dates during the year.

General results

The following table compares the general results of the year's working with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles	Miles.	R	R	R		R	
Previous year	1,113 20	3,489,288	87,65,343	48,13,118	39,52,225	54·91	151	5·05
1899	1,099 98	3,396,161	87,89,513	46,28,831	41,60,682	52 66	154	5·27
Increase or decrease	—13 22	—93,127	+24,170	—1,84,287	+2,08,457	—2 25	+3	+0 22
Percentage of increase or decrease	—1·19	—2 67	+0·28	—3·83	+5·27	...	+1·99	...

Surplus profits.

The divisible surplus profits for the first-half of 1899 of the South Indian railway proper amounted to R6,77,304 and those of the second-half to R9,40,121, making a total of R16,17,425 against R14,38,188 in the previous year, an improvement of R1,79,237.

The net earnings for the year 1899 of the South Indian railway proper were R40,33,220, and deducting therefrom the Company's share of surplus profits, charges for guaranteed interest, additional contribution to the Provident fund (the ordinary contribution to the fund being a debit to working expenses) and other incidental adjustments, the result was a gain to the State of R13,15,649 against R11,72,981 in the previous year, an improvement of R1,42,668.

Gross earnings.

The following table shows the gross earnings under main heads, as compared with the previous year:

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	45,98,337	44,59,825	—1,38,512
Goods	38,99,935	41,99,110	+2,99,175
Electric telegraph	22,318	22,369	+51
Sundries	2,44,753	1,08,209	—1,36,544
TOTAL	87,65,343	87,89,513	+24,170

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS		THIRD CLASS.		TOTAL.	
	Number.	Earnings.	Number	Earnings	Number	Earnings.	Number.	Earnings.
		R		R		R		R
Previous year	23,891	82,652	118,563	1,59,636	12,755 013	40,93,932	12,897,467	43,36,220
1899	23,801	78,072	105,860	1,53,207	12,626,569	39,61,701	12,756,230	41,92,980
Decrease	90	4,580	12,703	6,429	128,444	1,32,231	141,237	1,43,240

The decrease was due to the plague precautionary measures, the unfavourable season for festivals and the transfer of the Nellore-Gudur section to the East Coast State railway.

The average sum received for carrying a passenger one mile amounted to pies 2·08, the same as in the previous year.

The coaching earnings per passenger train-mile were R2·61 against R2·37.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	860,979	36,96,256	877,198	39,99,381	+16,219	+3,03,125
Military stores	320	3,024	135	3,331	*—185*	+307
Railway materials for construction (Home line only)	119,218	16,136	132,722	26,268	+13,504	+10,132
Coal and coke for the public and foreign railways	13,255	17,644	26,906	39,458	+13,651	+21,814
Coal and coke for revenue only	29,085	33,050	48,059	47,165	+18,974	+14,109
Revenue stores other than coal and coke	679,542	1,02,941	433,649	54,353	*—245,893*	*—48,588*
Live-stock	860	8,291	810	5,931	*—50*	*—2,300*
Rents, miscellaneous, etc.	...	22,587	...	23,223	...	+636
TOTAL	1,703,259	38,99,935	1,519,479	41,99,110	*—183,780*	+2,99,175

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase.	
	Tons.	R
Cotton, raw	4,809	49,633
Grain and pulse	8,971	80,130
Jute	2,896	28,763
Oils	3,119	16,300
Oil-seeds	3,674	15,279
Provisions	7,720	84,998
Spices	2,673	19,807
	Decrease.	
All other articles of merchandise	4,086	23,519

Cotton, raw.—The increase was under loose and pressed cotton from Trichinopoly and Virudupati to Tuticorin and Madras, owing to abundant crop.

Grain and pulse.—The increase was chiefly due to the despatch in large quantities of rice not in the husk from South Arcot, Madura and Tanjore, to Tinnevelly, where the crops were a partial failure, and to Negapatam and Tuticorin for shipment to Colombo, where the demand was large owing to favourable market prices.

Jute.—The increase was chiefly in hemp and other fibres.

Oils.—The increase was mainly in kerosine oil from Madras and Pondicherry to South Arcot, Tanjore and the Southern districts, and in groundnut-oil from Valavanur and Panruti to Madras, Pondicherry and Madura.

Oil-seeds.—The increase was chiefly in castor-oil seeds from the Pakala-Dharmavaram section and the Southern Mahratta railway to Madras, owing to the exceptionally good crop in the Cuddapah district.

Provisions.—The increase was chiefly in tamarinds from the Pakala-Dharmavaram section, Chittoor, Vellore, Erode and the Southern Mahratta railway to Tanjore, Trichinopoly and the Southern districts, owing to the favourable crop in the Cuddapah and North Arcot districts.

Spices.—The increase was chiefly in chillies from Madras to Pondicherry, South Arcot and Tanjore, large quantities having been consigned to Madras from the Kistna and Gódávari districts *viâ* the Buckingham canal and the East Coast State railway.

All other articles of merchandise.—The decrease was in cocoanuts from Tanjore and Trichinopoly, owing to the partial failure of crops.

The average sum received for carrying a ton of goods one mile amounted to pies 8·74 against pies 8·60 in the previous year.

The goods earnings per goods train-mile were R2·49 against R2·52.

Sundries.—The decrease under this head was chiefly due to extraordinary earnings from hire of ballast trains, and an adjustment made of the amount held in stock adjustment account to end of 1897 in the previous year.

Working expenses.

The following table shows the working expenses of the railway system during 1899 as compared with the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	9,25,931	10·56	8,18,572	9·31	−1,07,359	−1·25
Locomotive expenses	17,63,434	20·12	17,79,713	20·25	+16,279	+0·13
Carriage and wagon expenses	5,27,529	6·02	4,88,225	5·55	−39,304	−0·47
Traffic expenses	8,27,104	9·44	7,84,863	8·93	−42,241	−0·51
General charges	6,39,223	7·29	6,29,577	7·16	−9,646	−0·13
Special and miscellaneous expenditure	1,29,897	1·48	1,27,881	1·46	−2,016	−0·02
TOTAL	48,13,118	54·91	46,28,831	52·66	−1,84,287	−2·25

The decrease under "Maintenance of way, works and stations" was chiefly due to credits caused by the enhanced rates at which second and third class rails were returned from the line.

The increase under "Locomotive expenses" was due to the replacement of five engines in lieu of two sold and three condemned.

The decrease under "Carriage and wagon expenses" was due to the cost of certain brake-vans and postal-vans and the Consulting Engineer's carriage having been included in the previous year.

The decrease under "Traffic expenses" was due to reduced outlay under lights, etc., office and station fittings, clothing and printing, stationery and tickets.

Assam-Bengal railway (metre gauge).

20. The open mileage for the year is as follows:

	Miles.
Chittagong to Dámchara	272·78
Chándpur branch	31·62
Silchar branch	18·62
Gauháti branch	111·64
TOTAL	434·66

The mean mileage worked during the year 1899 was 413·46 miles against 291·20 miles in the previous year. The increase was due to the opening of the section from Jamuna Mukh to Lanka* (18·27 miles) and of the Gauháti Ghat line (1·21 miles) on the 2nd January, and of the sections from Lanka to Lumding* (16·93 miles) on the 1st March, and from Badarpur to Dámchara (18·50 miles) on the 5th April, and to the reopening of the section from Gauháti to Jamuna Mukh (74·73 miles) on the 2nd January 1899.

General results.

The following table shows the general results of the year's working, as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	291·20	463,399	13,08,124	12,53,572	54,552	95·83	86	0·12
1899	413·46	611,231	16,19,647	12,96,943	3,22,704	80·08	75	0·60
Increase or decrease	+122·26	+147,832	+3,11,523	+43,371	+2,68,152	−15·75	−11	+0·48
Percentage of increase or decrease	+41·98	+31·90	+23·81	+3·46	+491·55	...	−12·79	+400·00

* These two sections were temporarily closed from the 2nd November 1899.

Gross earnings.

The following table compares the earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase.
	R	R	R
Coaching	7,37,620	9,27,737	1,90,117
Goods	5,35,738	6,47,365	1,11,627
Electric telegraph	12,145	14,377	2,232
Steam-boat	...	152	152
Sundries	22,621	30,016	7,395
TOTAL	13,08,124	16,19,647	3,11,523

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	3,275	17,265	6,617	14,543	1,208,195	6,51,130	1,218,087	6,82,938
1899	3,765	18,467	8,743	19,217	1,410,045	8,19,955	1,422,553	8,57,039
Increase	490	1,202	2,126	4,674	201,850	1,68,825	204,466	1,74,701

The increase was due to the Sitakund fair held in March 1899, to a general development of traffic, and to the opening of additional lengths.

There was also an increase in other coaching traffic, mainly under "Passengers' luggage" and "Parcels for the public."

The average sum received for carrying a passenger one mile amounted to 3·10 pies, the same as in the previous year.

The coaching earnings per passenger train-mile were R4·98 against R4·85.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	59,994	3,24,209	95,050	4,18,629	+35,056	+94,420
Military stores	38	223	62	1,608	+24	+1,385
Railway materials for construction (Home line only)	380,784	1,74,200	347,763	1,75,418	−33,021	+1,218
Coal and coke for the public and foreign railways	5,694	13,138	8,694	20,422	+3,000	+7,284
Coal and coke for construction (Home line only)	3,094	3,008	11,533	12,524	+8,439	+9,516
Coal and coke for revenue only	9,309	12,568	7,504	10,103	−1,805	−2,465
Revenue stores other than coal and coke	1,585	2,238	1,145	1,216	−440	−1,022
Live-stock	4	10	42	717	+38	+707
Rents, miscellaneous, etc.	...	6,144	...	6,728	...	+584
TOTAL	460,502	5,35,738	471,793	6,47,365	+11,291	+1,11,627

The noticeable increases in the traffic under "Merchandise, general" are given below:

	Tons.	R
Grain and pulse	21,831	14,455
Oils	2,576	10,186
Provisions	2,456	14,801
Tea	3,553	21,206

Grain and pulse.—The increase was chiefly due to the heavy export of rice.

Oils.—The increase was due to the increased local traffic in kerosine oil.

Provisions.—The increase was mainly due to the traffic from Gauháti to Lanka and Lumding and in the foreign inwards traffic *viâ* Chandpur as well as in the local outwards traffic from Chandpur, Akhaura and Itákhola.

Tea.— The increase was chiefly due to the outwards traffic *viâ* Chandpur to Calcutta from stations between Itákhola and Dámchara.

The increase under "Coal and coke for the public and foreign railways" was chiefly due to the coal on the Chittagong section having been all carried from Chandpur, where depôts of Bengal and Assam coal have been formed, and consignments therefrom booked locally for tea gardens.

The increase under "Coal and coke for construction" was due to the carriage of large quantities of coal dust for brick-ballast manufacture.

The average sum received for carrying a ton of goods one mile amounted to 3·67 pies against 4·46 pies in the previous year.

The goods earnings per goods train-mile were R1·52 against R1·72.

The following table compares the working expenses for the year 1899 with those of the previous year:

Working expenses.

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	6,02,869	46·09	4,25,870	26·29	−1,76,999	−19·80
Locomotive expenses	2,01,698	15·42	2,61,315	16·13	+59,617	+0·71
Carriage and wagon expenses	44,489	3·40	51,754	3·20	+7,265	−0·20
Traffic expenses	1,63,901	12·53	2,07,620	12·82	+43,719	+0·29
General charges	2,27,412	17·38	3,31,660	20·48	+1,04,248	+3·10
Steam-boat service	...	...	652	0·04	+652	+0·04
Special and miscellaneous expenditure	13,203	1·01	18,072	1·12	+4,869	+0·11
TOTAL	12,53,572	95·83	12,96,943	80·08	+43,371	−15·75

The decrease under "Maintenance of way, works and stations" was mainly due to the large expenditure incurred in the previous year in repairing earthquake damages.

The increase under "Locomotive expenses" was due to heavier renewal of engines and to a larger consumption of coal.

The increase under "Traffic expenses" was due to the opening of additional mileage, to employment of additional station staff, and to higher cost of fuel, lighting, water, and general stores.

The increase under "General charges" was due to the opening of the Gauháti branch, to the charge of a higher proportion of the cost of the Agent, Audit, Stores and Medical departments to revenue, and to the debit of a larger proportion of the Government Telegraph department charges for rent, maintenance and inspection.

Burma railways (metre gauge).

21. The open mileages of the several portions are as follows:

	Miles.
Irrawaddy line, including suburban lines	170·00
Sittang line	166·00
Mandalay line	298·60
Mu Valley railway	345·74
Mandalay-Kunlông railway	13·00
TOTAL	993·34

The mean mileage worked during the year 1899 was 943·50 miles against 936·13 miles in the previous year. The increase was due to the opening of the Meiktila branch extension (57·21 miles) on the 15th November 1899.

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	936·13	2,954,906	89,91,452	52,02,929	37,88,523	57·87	184	4·82
1899	943·50	2,945,796	88,25,725	52,47,318	35,78,407	59·45	179	4·11
Increase or decrease	+7·37	*—9,110*	*—1,65,727*	+44,389	*—2,10,116*	+1·58	*—4·87*	*—0·71*
Percentage of increase or decrease	+0·79	*—0·31*	*—1·84*	+0·85	*—5·55*	...	*—2·64*	...

The divisible surplus profits from the 1st July 1898 to the 30th June 1899 amounted to R9,87,469 against R10,43,500 for the previous year, a decrease of R56,031; the Company's one-fifth share for the same period amounted to R1,97,494 against R2,08,700, a decrease of R11,206.

Surplus profits.

After deducting from the net earnings of the year ended the 30th June 1899 the Company's one-fifth share of surplus profits, charges for guaranteed interest and interest on Government capital outlay, the net result showed a gain to the State of R7,86,371 against a gain of R8,34,800 in the previous year, a decrease of R48,429.

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	43,84,060	43,08,061	*— 75,999*
Goods	44,52,693	43,00,009	*—1,52,684*
Electric telegraph	28,765	27,636	*—1,129*
Steam-boat	24,331	26,955	+ 2,624
Sundries	1,01,603	1,63,064	+61,461
TOTAL	89,91,452	88,25,725	*—1,65,727*

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	28,806	1,02,191	229,093	2,11,117	103,649	1,87,902	9,694,987	36,71,933	10,056,535	41,73,143
1899	30,293	1,06,739	238,729	2,07,856	86,672	1,01,446	9,698,906	36,85,422	10,054,600	41,01,463
Increase or decrease	+ 1,487	+ 4,548	+ 9,636	*—3,261*	*—16,977*	*—86,456*	+ 3,919	+ 13,489	*—1,935*	*—71,680*

The decrease was mainly due to the usual move of emigrants from Upper to Lower Burma not taking place, owing to the poor rice crops in Lower Burma, to prospects of good crops in Upper Burma, and to the abolition of the intermediate class.

The average sum received for carrying a passenger one mile was 2·81 pies against 2·84 pies in the previous year.

The coaching earnings per passenger train-mile were R3·30 against R3·16.

Sundries.—The increase was due to an adjustment of depreciation charges for rolling-stock employed on the Mogaung-Myitkyina section of the Mu Valley railway and to arrear charges for profits on work done in the workshops for the Mandalay-Kunlông railway.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year :

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	837,304	40,08,703	773,331	38,13,041	*—63,973*	*—1,95,662*
Military stores	1,027	24,156	638	15,149	*—389*	*—9,007*
Railway materials for construction (Home line only)	119,946	1,05,387	150,937	1,64,134	+30,991	+58,747
Coal and coke for the public	316	398	355	346	+39	*—52*
Coal and coke for construction (Home line only)	1,882	485	1,065	1,160	*—817*	+675
Coal and coke for revenue only	36,542	55,179	41,451	72,689	+4,909	+17,510
Revenue stores other than coal and coke	110,495	91,220	119,831	1,07,255	+9,336	+16,035
Live stock	5,650	1,56,648	4,492	1,16,892	*—1,158*	*—39,756*
Rents, miscellaneous, etc.	...	10,517	...	9,343	...	*—1,174*
TOTAL	1,113,162	44,52,693	1,092,100	43,00,009	*—21,062*	*—1,52,684*

The noticeable fluctuations of traffic under "Merchandise, general" are noted below :

	Tons.	R
	Increase	
Dyes and tans	1,941	16,212
Oils	785	16,080
Provisions	803	38,164
Salt	122	26,253
Timber	3,118	52,583
	Decrease.	
Grain and pulse	77,881	3,95,138

Dyes and tans.—The increase was chiefly due to the opening out of cutch reserve ports near Prome and Paungde, which had been closed by the Forest Department for some years, and to the facilities afforded by the railway for the growth of this traffic.

Oils.—The increase was due to larger imports from India owing to the failure of the til-seed crops in the districts of Upper Burma and to enhanced rates.

Provisions.—The increase was due to the larger quantities of ngapee and dried fish and prawns imported from the Straits Settlements and taken up to Mandalay for retail to traders from the Shan States and to enhanced rates.

Salt.—The increase was due to enhanced rates and longer leads.

Timber.—The increase was due to large consignments booked from stations on the Mu Valley section to Katha, Mandalay and Rangoon, and from stations above Toungoo to Rangoon.

Grain and pulse.—The decrease was due to the comparison being made with an abnormally favourable year in which the crops of paddy were the largest on record, and to the prices prevailing in the market in the first-half of the year being so low as to deter traders from bringing in their stock in the usual quantities.

The increase under "Railway materials for construction (Home line only)" was due to the carriage of materials for the Mandalay-Kunlông railway and Sagaing-Alon and Meiktila-Myingyan branches.

The decrease under "Live stock" was due to the scarcity in Upper Burma in 1898 which induced owners to bring their cattle down in large numbers to the lower districts for sale.

The average sum received for carrying a ton of goods one mile amounted to 6·60 pies against 6·99 pies in the previous year.

The goods earnings per goods train-mile were R2·62 against R2·72.

Working expenses. The following table shows the working expenses of the railway system during 1899, as compared with the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	12,83,588	14·28	12,40,229	14·05	−43,359	−0·23
Locomotive expenses	16,82,617	18·71	18,20,389	20·63	+1,37,772	+1·92
Carriage and wagon expenses	4,28,961	4·77	4,15,466	4·71	−13,495	−0·06
Traffic expenses	9,66,139	10·75	9,13,878	10·35	−52,261	−0·40
General charges	6,85,776	7·63	6,86,257	7·77	+481	+0·14
Steam-boat service	56,907	0·63	70,544	0·80	+13,637	+0·17
Special and miscellaneous expenditure	98,041	1·10	1,00,555	1·14	+1,614	+0·04
TOTAL	52,02,929	57·87	52,47,318	59·45	+44,389	+1·58

The decrease under "Maintenance of way, works and stations" was principally due to the adjustment of a credit on account of permanent-way materials transferred from open line to construction, and to less repairs to bridges.

The increase under "Locomotive expenses" was due to higher rates for Bengal coal and wood fuel and to the larger use of coal.

The decrease under "Traffic expenses" was due to a saving in the superior traffic establishment owing to the death of the former Traffic Manager, to the vacancies in the highly paid appointments not being filled up, and to the discontinuance of allowances hitherto granted to the station staff working north of Wuntho.

Rates and fares. The principal alterations in the coaching fares and goods rates will be found noted in chapter X, Part I of the Administration Report.

Deoghur railway (metre-gauge).

General results. 22. The following table compares the general results of the year's working with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	4·79	15,360	32,100	25,499	6,601	79·43	129	2·29
1899	4·79	14,556	33,262	26,586	6,676	79·93	134	2·35
Increase or decrease	...	−804	+1,162	+1,087	+75	+0·50	+5	+0·06
Percentage of increase or decrease	...	−5·23	+3·62	+4·26	+1·14	...	+3·87	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	26,559	28,806	+2,247
Goods	5,450	4,262	—*1,188*
Sundries	91	194	+103
TOTAL	32,190	33,262	+1,162

Coaching.—The number of passengers of the various classes carried, including police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R
Previous year	950	475	188,917	26,084	189,867	26,559
1899	1,000	500	222,021	28,306	223,021	28,806
Increase	50	25	33,104	2,222	33,154	2,247

The increase in the passenger traffic was due to a larger number of pilgrims visiting the shrine at Deoghur.

The average sum received for carrying a passenger one mile was 5·18 pies against 5·60 pies in the previous year.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	12,590	5,450	13,060	4,262	+470	—*1,188*
Coal and coke for revenue only	303	(a)	354	(a)	+51	...
TOTAL	12,893	5,450	13,414	4,262	+521	—*1,188*

The decrease in the goods traffic was entirely due to the decline in the traffic in "Merchandise, general."

The average sum received for carrying a ton of goods one mile amounted to 13·08 pies against 16·94 pies in the previous year.

Working expenses.

The following table compares the working expenses of the railway during 1899 with those of the previous year:

	PREVIOUS YEAR.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	4,770	14·86	4,951	14·89	+181	+0·03
Locomotive expenses	9,557	29·77	8,375	25·18	—*1,182*	—*4·59*
Carriage and wagon expenses	2,626	8·18	5,102	15·34	+2,476	+7·16
Traffic expenses	5,649	17·60	5,425	16·31	—*224*	—*1·29*
General charges	2,518	7·84	2,353	7·07	—*165*	—*0·77*
Special and miscellaneous expenditure	379	1·18	378	1·14	—*1*	—*0·04*
TOTAL	25,499	79·43	26,584	79·93	+1,085	+0·50

(a) Carried free.

The decrease under "Locomotive expenses" was due to repairs to locomotives being still in hand and not charged off in the accounts.

The increase under "Carriage and wagon expenses" was mainly due to extensive repairs to coaching vehicles.

Rohilkund and Kumaon railway system (metre gauge).

23. The open mileages of the two sections are as follows:

	Miles.
Lucknow-Bareilly railway, Government section	231·17
Company's section	53·92
TOTAL	285·09

The mean mileage worked during the year 1899 was 280·77* miles against 277·88* miles in the previous year. The increase was due to the opening of the Dudwa fair weather branch for a longer period.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.†	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles	R	R	R		R	
Previous year	277·88	506,821	14,96,396	7,71,774	7,24,622	51·58	104	6·23
1899	280·77	580,061	17,37,783	8,70,408	8,67,375	50·09	119	7·45
Increase or decrease	+2·89	+73,240	+2,41,387	+98,634	+1,42,753	−1·49	+15	+1·22
Percentage of increase or decrease	+1·04	+14·45	+16·13	+12·78	+19·70	...	+14·42	...

Surplus profits.

The divisible surplus profits of the Lucknow-Bareilly railway for the first-half of 1899, at the date of submission of the accounts, amounted to R1,63,873 against R1,48,194 in the previous corresponding half-year, an increase of R15,679. The surplus profits in the second-half of 1899 amounted to R1,06,335 against *nil* in the second-half of 1898.

The net earnings of the Lucknow-Bareilly railway, after deducting the Company's share of surplus profits and interest charges, showed a gain of R1,42,178 against R67,290 in the previous year.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase.
	R	R	R
Coaching	6,02,506	6,23,137	20,631
Goods	7,27,601	8,98,594	1,70,993
Electric telegraph	7,010	9,979	2,969
Sundries	1,59,279	2,06,073	46,794
TOTAL	14,96,396	17,37,783	2,41,387

* Including 12 miles of the Lucknow-Bareilly section from Bhojeepura to Bareilly worked over.
† Including contribution to the Provident Fund.

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings
		R		R		R		R		R
Previous year	4,708	35,303	17,387	60,452	10,714	8,951	1,088,214	4,18,769	1,121,023	5,23,475
1899	4,581	33,667	15,914	58,798	11,667	9,623	1,139,684	4,42,388	1,171,846	5,44,476
Increase or decrease	—127	—1,636	—1,473	—1,654	+953	+672	+51,470	+23,619	+50,823	+21,001

The increase in the passenger traffic was mainly due to the development of the third class passenger traffic at Haldwani, Kathgodam, Pilibhit, Sitapur, Lakhimpur, and Lucknow city stations.

The average sum received for carrying a passenger one mile amounted to 2·59 pies against 2·62 pies in the previous year.

The coaching earnings per passenger train-mile were R3·77 against R3·52.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	268,838	6,95,636	335,627	8,64,488	+66,789	+1,68,852
Military stores	561	3,671	273	1,956	—288	—1,715
Railway materials for construction (Home line only)	20,434	10,394	2,079	1,728	—18,355	—8,666
Coal and coke for the public and foreign railways	122	171	628	1,151	+506	+980
Coal and coke for revenue only	156	107	13	16	—143	—91
Revenue stores other than coal and coke	24,713	12,139	33,744	18,101	+9,031	+5,962
Live-stock	7	74	75	1,436	+68	+1,362
Rents, miscellaneous, &c.	...	5,409	...	9,718	...	+4,309
Total	314,831	7,27,601	372,439	8,98,594	+57,608	+1,70,993

The noticeable increases of traffic under "Merchandise, general" are noted below:

	Tons.	R
Grain and pulse	32,019	1,09,363
Sugar	6,742	23,626

Grain and pulse.—The increase was due to larger exports to famine affected districts in Rajputana.

Sugar.—The increase was due to larger exports from Pilibhit, Shahamatganj, Puranpur, Gola and Sitapur stations to foreign railways *viâ* Lucknow and Aishbagh.

The average sum received for carrying a ton of goods one mile amounted to 6·72 pies against 6·95 pies in the previous year.

The goods earnings per goods train-mile were R2·17, the same as in the previous year.

Sundries.—The increase under sundries was due to the increased interchange of rolling-stock with foreign railways.

Working expenses. The following table compares the working expenses of the railway system during 1899 with those of the previous year:

	PREVIOUS YEAR.		1899.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	1,87,151	12·51	2,28,088	13·13	40,937	+0·62
Locomotive expenses	1,50,825	10·08	1,76,127	10·14	25,302	+0·06
Carriage and wagon expenses	49,874	3·33	62,122	3·57	12,247	+0·24
Traffic expenses	1,25,658	8·40	1,32,968	7·65	7,310	—0·75
General charges	1,45,767	9·74	1,50,732	8·67	4,965	—1·07
Special and miscellaneous expenditure	1,12,499	7·52	1,20,371	6·93	4,236	—0·59
TOTAL	7,71,774	51·58	8,70,408	50·09	94,997	—1·49

The increase under "Maintenance of way, works and stations" was mainly due to heavier renewal of sleepers, and to the adjustment of the difference between the cost of materials put into the main line at Lucknow and those taken out and used in Aishbagh and Daliganj stations.

The increase under "Locomotive expenses" was due to the renewal of a locomotive boiler, and to repairs and renewals of workshop boilers.

The increase under "Carriage and wagon expenses" was due to larger repairs of stock in consequence of a brisk traffic.

Rates and fares. The principal alterations in the goods rates will be found noted in chapter X, Part I of the Administration Report.

Bengal Dooars railway (metre gauge).

24. General results. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	36·40	46,654	2,69,090	1,54,469	1,14,621	57·40	135	4·29
1899	36·40	39,175	2,73,038	1,54,621	1,18,417	56·63	137	4·51
Increase or decrease	...	—7,479	+3,948	+152	+3,796	—0·77	+2	+0·22
Percentage of increase or decrease	...	—16·03	+1·47	+0·10	+3·31	...	+1·48	...

Gross earnings. The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	49,703	53,954	+4,251
Goods	1,96,052	2,02,712	+6,660
Electric telegraph	182	372	+190
Steam-boat (ferry)	13,556	12,992	—564
Sundries	9,597	3,008	—6,589
TOTAL	2,69,090	2,73,038	+3,948

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	578	1,879	1,508	2,585	1,228	745	145,646	36,503	148,960	41,712
1899	533	1,638	1,582	2,695	1,536	858	161,422	40,420	165,073	45,611
Increase or decrease	*—45*	*—241*	+74	+110	+308	+113	+15,776	+3,917	+16,113	+3,899

The increase was due to the general development of traffic.

The average sum received for carrying a passenger one mile amounted to pies 3·28 against pies 3·32 in the previous year.

The coaching earnings per passenger train-mile were R2·55 against R2·39.

Goods.—The following is a summary of the tonnage of goods lifted, and the earnings therefrom, as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	24,542	1,84,100	26,133	1,83,616	+1,591	*—484*
Railway materials for construction (Home line only)	72,245	7,322	10,220	7,965	*—62,025*	+643
Coal and coke for the public and foreign railways	720	2,782	2,213	7,730	+1,493	+4,948
Coal and coke for construction (Home line only)	...	...	51	54	+51	+54
Revenue stores other than coal and coke	5,117	574	324	83	*—4,793*	*—491*
Rents, miscellaneous, etc.	...	1,274	...	3,264	...	+1,990
TOTAL	102,624	1,96,052	38,941	2,02,712	*—63,683*	+6,660

The decrease in the earnings under "Merchandise, general," was chiefly due to smaller quantities of tea and unclassified articles of merchandise, booked and carried over shorter distances, and the increase in the weight, to an improvement in the traffic in rice not in the husk.

The increase in the earnings with a decrease in the weight under "Railway materials for construction" was due to certain adjustments made in the previous year in accordance with the instructions received from the board.

The increase under "Coal and coke for the public and foreign railways" was due to larger despatches to Mal, Ramshai Hat, Baradighi and Chalsa Ghat.

The average sum received for carrying a ton of goods one mile amounted to pies 45·69 against pies 30·85 in the previous year.

The goods earnings per goods train-mile were R11·27 against R7·59.

Sundries.—The decrease in earnings under "Sundries" was due to the inclusion of interest charged to Capital accounts of new extensions for advances from net earnings, and to the inclusion of a subsidy received from the District Board of Jalpaiguri in the previous year.

Working expenses.

The following table shows the working expenses of the railway during 1899 as compared with the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of working expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	36,436	13·54	26,962	9·87	—9,474	—3·67
Locomotive expenses	25,548	9·49	25,627	9·39	+79	—0·10
Carriage and wagon expenses	5,165	1·92	6,600	2·42	+1,435	+0·50
Traffic expenses	29,663	11·02	30,558	11·19	+895	+0·17
General charges	28,994	10·78	24,662	9·03	—4,332	—1·75
Steam-boat service (ferry)	20,031	7·44	37,447	13·72	+17,416	+6·28
Special and miscellaneous expenditure	8,632	3·21	2,765	1·01	—5,867	—2·20
TOTAL	1,54,469	57·40	1,54,621	56·63	+152	—0·77

The decrease under "Maintenance of way, works and stations" was chiefly due to the debit in the previous year of the expenditure incurred on the improvement of the main line and to replacement of signals at Dam Dim and Chalsa.

The increase under "Steam-boat service" was mainly due to the cost of repairs of a steamer and to expenditure on the boat bridge over the Teesta river.

Dibru-Sadiya railway system (metre gauge).

General results.

25. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	87·50	218,649	8,36,727	5,50,497	2,86,230	65·79	184	3·31
1899	85·00	236,200	9,22,498	4,50,757	4,71,741	48·86	209	5·40
Increase or decrease	—2·50	+17,551	+85,771	—99,740	+1,85,511	—16·93	+25	+2·09
Percentage of increase or decrease	—2·86	+8·03	+10·25	—18·12	+64·81	...	+13·59	...

Under the terms of the contract for the construction and maintenance of the Dibru-Sadiya railway, the Government of India pays to the Assam Railways and Trading Company an annual subsidy equal to such sum as, with the net earnings, will yield a dividend of 5 per cent. per annum on the capital outlay on the main line and branches, the subsidy being limited, however, to a maximum payment in any year of R1,00,000. The net earnings of the year ended the 30th June 1899, R3,57,315, having fallen short of the interest charges (R3,95,293) by R37,978, that amount was paid to the Company.

x

Gross earnings. The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	1,32,366	1,38,763	+6,397
Goods	6,66,508	7,42,259	+75,751
Electric telegraph	11,291	10,479	—812
Sundries	26,562	30,997	+4,435
TOTAL	8,36,727	9,22,498	+85,771

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	4,091	9,210	2,922	3,688	228,959	98,028	235,972	1,10,926
1899	4,311	10,579	2,864	3,955	236,714	1,01,326	243,889	1,15,860
Increase or decrease	+220	+1,369	—58	+267	+7,755	+3,298	+7,917	+4,934

The increase in the passenger earnings was chiefly due to the Mishmi expedition.

The average sum received for carrying a passenger one mile amounted to 4·43 pies against 4·42 pies in the previous year.

The coaching earnings per passenger train-mile were R2·92 against R3·05.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1899.		Increase.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	58,036	2,92,003	62,272	3,10,538	4,236	18,535
Coal and coke for the public	383,987	3,72,262	441,216	4,27,017	57,229	54,755
Revenue stores other than coal and coke	4,016	1,375	5,069	3,631	1,053	2,256
Live-stock	61	584	102	754	41	170
Rents, miscellaneous, etc.	...	284	...	319	...	35
TOTAL	446,100	6,66,508	508,659	7,42,259	62,559	75,751

The noticeable fluctuations of traffic* under "Merchandise, general" are noted below:

	Increase.	
	Tons.	R
Grain and pulse	731	5,884
Oils	378	1,627
Stone and lime	1,004	2,345
Tea	147	4,834
	Decrease.	
Sugar	81	692

Grain and pulse.—The increase was due to the larger import of rice.

Oils.—The increase was due to an increased sale of oil by the Assam Oil Company.

Stone and lime.—The increase was principally due to the carriage of lime for the Assam Oil Company.

Tea.—The increase was due to the larger outturn of tea by the gardens in the district.

Sugar.—The decrease was due to less imports.

The increase under "Coal and coke for the public" was due to the larger output of coal.

* On the Dibru-Sadiya railway only

The average sum received for carrying a ton of goods one mile* amounted to 8·52 pies against 8·95 pies in the previous year.

The goods earnings per goods train-mile were R3·93 against R3·80.

The following table compares the working expenses during the year with those of the previous year:

Working expenses.

	Previous year. Amount.	Previous year. Per cent. on gross earnings.	1899. Amount.	1899. Per cent. on gross earnings.	Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	R		R		R	
Maintenance of way, works and stations	2,73,337	32·67	1,53,501	16·64	*—1,19,836*	*—16·03*
Locomotive expenses	94,168	11·25	1,05,502	11·44	+11,334	+0·19
Carriage and wagon expenses	46,649	5·57	49,395	5·35	+2,746	*—0·22*
Traffic expenses	51,730	6·18	57,193	6·20	+5,463	+0·02
General charges	80,292	9·60	80,540	8·73	+248	*—0·87*
Special and miscellaneous expenditure	4,321	0·52	4,626	0·50	+305	*—0·02*
TOTAL	5,50,497	65·79	4,50,757	48·86	*—99,740*	*—16·93*

The decrease under "Maintenance of way, works and stations" was mainly due to the replacement of wooden by cast iron sleepers in the previous year.

The increase under "Locomotive expenses" was principally due to the increased train-mileage run and to the expenditure on repairs of engine and machinery.

Nilgiri railway (metre gauge).

26. The line, 16·90 miles in length, was first opened to traffic on the 1st October 1898, but was closed on the 30th October 1898 on account of flood damages and was re-opened on the 15th June 1899. The mean mileage worked during the year was 9·26 miles.

The following table shows the general results of working:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
From 15th June to 31st December 1899	9·26	25,577	(a) 84,449	64,240	(a) 20,209	76·07	175	0·42

The following table shows the gross earnings under main heads.

Gross earnings.

	From 15th June to 31st December 1899.
	R
Coaching	48,689
Goods	35,333
Electric telegraph	73
Sundries	354
TOTAL	84,449

*On the Dibru-Sadeya railway only.

(a) Excluding R24,391, proportion of guaranteed earnings due from Government.

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, were as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
From 15h June to 31st December 1899	1,519	11,447	2,919	9,354	45,604	19,331	50,042	40,132

The average sum received for carrying a passenger one mile was 13·37 pies.

The coaching earnings per passenger train-mile were R3·65.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom:

	From 15th June to 31st December 1899.	
	Tons.	R
Merchandise, general	3,455	32,256
Military stores	77	865
Revenue stores other than coal and coke	766	1,969
Rents, miscellaneous, etc.	...	243
TOTAL	4,298	35,333

The average sum received for carrying a ton of goods one mile amounted to 93·50 pies.

The goods earnings per goods train-mile were R2·89.

The following table shows the working expenses of the railway.

Working expenses.

	From 15th June to 31st December 1899.	
	Amount.	Per cent. on gross earnings.
	R	
Maintenance of way, works and stations	23,162	27·43
Locomotive expenses	29,752	35·23
Carriage and wagon expenses	2,173	2·57
Traffic expenses	4,415	5·23
General charges	1,539	1·82
Special and miscellaneous expenditure	3,199	3·79
TOTAL	64,240	76·07

Hyderabad-Gódávari Valley railway (metre gauge).

27. The mean mileage worked during the year was 25·38 miles. The line from Manmád to Jalna was opened to traffic on the 21st October and from Jalna to Sailu on the 1st December 1899.

The following table shows the general results of working:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
From 21st October to 31st December 1899	25·38	22,231	63,381	26,504	36,877	41·82	48	0·49

The following table shows the gross earnings under main heads:

Gross earnings.

	From 21st October to 31st December 1899.
	R
Coaching	9,999
Goods	53,211
Electric telegraph	150
Sundries	21
TOTAL	63,381

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom were as follows:

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
From 21st October to 31st December 1899	113	472	728	915	17,891	8,026	18,732	9,413

The average sum received for carrying a passenger one mile amounted to 2·23 pies.

The coaching earnings per passenger train-mile were R1·77.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom:

	From 21st October to 31st December 1899.	
	Tons.	R
Merchandise, general	9,165	50,268
Military stores	6	50
Railway materials for construction (Home line only)	2,420	1,863
Coal and coke for the public and foreign railways	242	480
Coal and coke for revenue only	239	364
Revenue stores other than coal and coke	12	37
Live-stock	1	6
Rents, miscellaneous, etc.	...	143
TOTAL	12,085	53,211

The average sum received for carrying a ton of goods one mile amounted to 10·45 pies.

The goods earnings per goods train-mile were R3·21.

The following table shows the working expenses of the railway.

Working expenses.

	From 21st October to 31st December 1899.	
	Amount.	Per cent. on gross earnings.
	R	
Maintenance of way, works and stations	...	...
Locomotive expenses	13,791	21·76
Carriage and wagon expenses	738	1·16
Traffic expenses	7,549	11·91
General charges	4,426	6·98
Special and miscellaneous expenditure	...	...
TOTAL	26,504	41·81

Jodhpur-Bikaner railway (metre gauge).

JODHPUR SECTION.

28. The open mileage of the section is 380·50 miles.

The mean mileage worked during the year was 358·47 miles against 320·50 miles in the previous year. The increase was due to the opening of he Bálotra-Barmer section (60·00 miles) on the 15th May 1899.

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	320·50	352,382	12,22,726	4,91,770	7,30,956	40·22	73	10·34
1899	358·47	496,264	19,09,097	7,42,252	11,66,845	38·88	102	14·32
Increase or decrease	+37·97	+143,882	+6,86,371	+2,50,482	+4,35,889	−1·34	+29	+3·98
Percentage of increase	11.85	40·83	56·13	50·93	59·63	...	39·73	...

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	4,76,982	5,27,888	+50,906
Goods	7,21,793	13,49,755	+6,27,962
Electric telegraph	19,732	30,380	+10,648
Sundries	4,219	1,074	−3,145
TOTAL	12,22,726	19,09,097	+6,86,371

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	1,306	10,464	5,932	13,726	666,083	3,95,054	673,321	4,19,244
1899	1,004	7,894	5,871	13,687	762,334	4,51,676	769,209	4,73,257
Increase or decrease	—302	—2,570	—61	—39	+96,251	+56,622	+95,888	+54,013

The increase was due to the additional mileage worked, and to the movement of famine stricken people to famine relief works.

The average sum received for carrying a passenger one mile amounted to 2·07 pies against *2·09 pies in the previous year.

The coaching earnings per passenger train-mile were R3·37 against R3·08.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	PREVIOUS YEAR.		1899.		INCREASE OR DECREASE.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	118,941	6,84,800	245,406	13,11,262	+1,26,465	+6,26,462
Miltary stores	16	260	11	205	—5	—55
Railway materials for construction (Home line only)	25,136	23,640	24,278	18,735	—858	—4,905
Coal and coke for the public and foreign railways	206	739	98	156	—108	—583
Coal and coke for revenue only	4,367	8,678	6,709	14,035	+2,342	+5,357
Revenue stores other than coal and coke	560	718	959	1,536	+399	+818
Live-stock	30	544	46	880	+16	+336
Rents, miscellaneous, etc.	...	2,414	...	2,946	...	+532
TOTAL	1,49,256	7,21,793	277,507	13,49,755	+1,28,251	+6,27,962

The noticeable increases under "Merchandise, general" are noted below:

	Increase.	
	Tons.	R
Grain and pulse	75,141	3,97,074
Salt	20,576	1,23,084

The increase under grain and pulse was due to the famine and that under salt to increased traffic from Pachpadra.

The average sum received for carrying a ton of goods one mile amounted to 8·81 pies against 9·47 pies in the previous year.

The goods earnings per goods train-mile were R3·97 against R3·65.

Working expenses.

The following table compares the working expenses during 1899 with those of the previous year:

	PREVIOUS YEAR.		1899.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Percent on gross earnings.	Amount.	Percent on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	1,76,945	14·48	2,28,550	11·97	51,605	—2·51
Locomotive expenses	1,67,614	13·71	2,75,703	14·44	1,08,089	+0·73
Carriage and wagon expenses	21,447	1·75	32,053	1·68	10,606	—0·07
Traffic expenses	61,169	5·00	76,394	4·00	15,225	—1·00
General charges	38,531	3·15	51,644	2·71	13,113	—0·44
Special and miscellaneous expenditure	26,064	2·13	77,908	4·08	51,844	+1·95
TOTAL	4,91,770	40·22	7,42,252	38·88	2,50,482	—1·34

* Revised figures.

The increase under "Maintenance of way, works and stations" was chiefly due to the renewal of rails between Marwar railway junction and Marwar Pali and to the watering arrangements at Jodhpur.

The increase under "Locomotive expenses" was due to the increased train-mileage run, to the higher price of coal and water and to the larger consumption of coal.

The increase under "Special and miscellaneous expenditure," was principally due to the hire of locomotives and mileage and demurrage of foreign stock.

Rates and fares. The principal alterations in the goods rates will be found noted in chapter X, Part I of the Administration Report.

BIKANER SECTION.

The open mileage of the section is 95·00 miles.

The mean mileage worked during the year was 90·42 miles against 68·01 miles in the previous year. The increase was due to the opening of the Palana branch (9·50 miles) on the 26th June 1899 and to the length between Bikaner and Dulmera having been worked throughout the year against seven months only in the previous year.

General results. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat service and suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	68·01	57,659	1,37,473	59,856	77,617	43·54	39	4·09
1899	90·42	77,871	1,74,539	70,195	1,04,344	40·22	37	5·18
Increase or decrease	+22·41	+20,212	+37,066	+10,339	+26,727	—3·32	—2	+1·09
Percentage of increase or decrease	+32·95	+35·05	+26·96	+17·27	+34·43	...	—5·13	...

Gross earnings. The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	43,866	49,526	+5,660
Goods	82,364	1,11,846	+29,482
Electric telegraph	10,755	13,049	+2,294
Sundries	488	118	—370
TOTAL	1,37,473	1,74,539	+37,066

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	347	1,427	1,023	1,328	94,001	35,862	95,371	38,617
1899	238	1,142	999	1,357	1,06,741	41,514	1,07,978	44,013
Increase or decrease	—109	—285	—24	+29	+12,740	+5,652	+12,607	+5,396

The average sum received for carrying a passenger one mile was 2·09 pies against 2·15 pies in the previous year.

The coaching earnings per passenger train-mile were R1·65 against R1·76.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	33,836	79,676	46,471	98,367	+12,635	+18,691
Military stores	8	62	8	52	...	—10
Railway materials for construction (Home line only)	927	128	11,693	8,615	+10,766	+8,487
Coal and coke for the public and foreign railways	183	355	2,789	2,449	+2,606	+2,094
Coal and coke for revenue only	1,541	1,227	1,649	1,347	+108	+120
Revenue stores other than coal and coke	61	41	47	38	—14	—3
Live stock	...	...	3	35	+3	+35
Rents, miscellaneous, etc.	...	875	...	943	...	+68
TOTAL	36,556	82,364	62,660	1,11,846	+26,104	+29,482

The noticeable increases under "Merchandise, general" are noted below:

	Tons.	R
Grain and pulse	8,875	14,454
Stone and lime	5,972	9,031

Grain and pulse.—The increase was due to the larger import of grain on account of the famine.

Stone and lime.—The increase was due to the development of public works in Bikaner.

The increase under "Railway materials for construction" was due to the construction of the Bikaner-Bhátinda section.

The average sum received for carrying a ton of goods one mile amounted to 8·43 pies against 10·05 pies in the previous year.

The goods earnings per goods train-mile were R2·33 against R2·52.

Working expenses. The following table shows the working expenses during 1899 as compared with the previous year:

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Percentage on gross earnings.	Amount.	Percentage on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	14,450	10·51	20,116	11·53	+5,666	+1·02
Locomotive expenses	25,423	18·49	25,916	14·85	+493	—3·64
Carriage and wagon expenses	3,137	2·28	2,958	1·69	—179	—0·59
Traffic expenses	9,696	7·05	11,216	6·43	+1,520	—0·62
General charges	5,105	3·72	5,330	3·05	+225	—0·67
Special and miscellaneous expenditure	2,045	1·49	4,659	2·67	+2,614	+1·18
TOTAL	59,856	43·54	70,195	40·22	+10,339	—3·32

The increase under "Maintenance of way, works and stations" was due to the additional mileage worked and famine allowances to gangmen.

The increase under "Traffic expenses" was due to the additional handling charges on account of inward goods traffic.

The increase under "Special and miscellaneous expenditure" was due to the increased mileage and demurrage charges on foreign stock.

Rates and fares. The principal alterations in the goods rates will be found noted in Chapter X, Part I of the Administration Report.

Udaipur-Chitor railway (metre gauge).

29. The open mileage of the railway is 67·30 miles.

The mean mileage worked during the year was 63·10 miles against 60·83 miles in the previous year. The increase was due to the opening of the Debari-Udaipur section, 6·44 miles, from the 25th August 1899.

General results.

The following table shows the general results of the year's working as compared with those of the previous year :

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	60·83	46,252	1,43,822	82,458	61,364	57·33	45	3·80
1899	63·10	51,127	2,10,540	1,05,711	1,04,829	50·21	62	5·27
Increase or decrease	+2·27	+4,875	+66,718	+23,253	+43,465	*—7·12*	+17	+1·47
Percentage of increase	3·73	10·54	46·39	28·20	70·83	...	36·22	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year :

	Previous year.	1899.	Increase.
	R	R	R
Coaching	91,320	97,868	6,548
Goods	51,178	1,08,822	57,644
Electric telegraph	597	1,453	856
Sundries	727	2,397	1,670
TOTAL	1,43,822	2,10,540	66,718

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	410	2,288	1,440	3,522	2,149	2,386	176,125	77,367	180,124	85,563
1899	751	2,762	1,332	3,142	1,878	1,524	186,214	83,114	190,175	90,542
Increase or decrease	+341	+474	*—108*	*—380*	*—271*	*—862*	+10,089	+5,747	+10,051	+4,979

The average sum received for carrying a passenger one mile amounted to 2·13 pies against 2·20 pies in the previous year.

The coaching earnings per passenger train-mile were R3·50 against R2·67.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year :

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	11,042	50,409	25,449	1,06,009	+14,407	+55,600
Military stores	12	146	10	106	*—2*	*—40*
Railway materials for construction (Home line only)	179	145	939	787	+760	+642
Revenue stores other than coal and coke	77	36	26	21	*—51*	*—15*
Live-stock	3	12	4	51	+1	+39
Rents, miscellaneous, etc.	...	430	...	1,848	...	+1,418
TOTAL	11,313	51,178	26,428	1,08,822	+15,115	+57,644

The increase under "Merchandise, general" was largely due to the prevailing famine in Rajputana.

The average sum received for carrying a ton of goods one mile amounted to 15·69 pies against 19·19 pies in the previous year.

The goods earnings per goods train-mile were R4·70 against R4·22.

The following table shows the working expenses of the railway during 1899, as compared with the previous year:

Working expenses.

	Previous year.		1899.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	28,702	19·96	23,546	11·18	—5,156	—8·78
Locomotive expenses	24,735	17·20	32,604	15·49	+7,869	—1·71
Carriage and wagon expenses	3,221	2·24	10,688	5·08	+7,467	+2·84
Traffic expenses	12,588	8·75	17,863	8·48	+5,275	—0·27
General charges	12,642	8·79	13,407	6·37	+765	—2·42
Special and miscellaneous expenditure	570	0·39	7,603	3·61	+7,033	+3·22
TOTAL	82,458	57·33	1,05,711	50·21	+23,253	—7·12

The decrease under "Maintenance of way, works and stations" was mainly under "Maintenance and renewal of permanent-way" and "Repairs of bridges, etc."

The increase under "Locomotive expenses" was chiefly due to the increased ton-mileage hauled and heavier repairs of engines.

The increase under "Carriage and wagon expenses" was due to heavier repairs of vehicles.

The increase under "Traffic expenses" was partly due to the opening of an out agency at Udaipur and partly to a general increase in the staff owing to the increased traffic.

The increase under "Special and miscellaneous expenditure" was due to a larger payment for hire of locomotives and mileage and demurrage of foreign stock and to adjustment of arrears for toll charges.

The principal alterations in the coaching fares and goods rates will be found noted in Chapter X, Part I of the Administration Report.

Rates and fares.

Bhavnagar-Gondal-Junagad-Porbandar railway system (metre gauge).

30. The open mileages of the several sections are as follows:

	Miles.
Bhávnagar-Gondal-Junágad-Porbandar railway	333·84
Jetalsar-Rájkot railway	46·23
Jámnagar railway	54·28
Dhrángadrá railway	20·83
Total	455·18

The mean mileage worked during the year was 455·18 miles against 446·56 miles in the previous year. The increase was due to the working throughout the year of the Dhrángadrá railway, against only seven months in the previous year.

General results. The following table shows the general results of the year's working as compare with those of the previous year :

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percenta of net ear ings on tot capital ou lay includi steam-boa and sus pense.
	Miles.	Miles.	R	R	R		R	
Previous year	446·56	590,489	20,03,938	11,75,702	8,28,236	58·67	86	3·7
1899	455·18	614,619	22,42,609	11,64,431	10,78,178	51·92	95	4·8
Increase or decrease	+8·62	+24,130	+2,38,671	—*11,271*	+2,49,942	—*6·75*	+9	+1·0
Percentage of increase or decrease	+1·93	+4·09	+11·91	—*0·96*	+30·18	...	+10·46	...

Gross earnings. The following table compares the gross earnings under main heads with thos of the previous year :

	Previous year.	1899.	Increase or decrease.
	R	R	R
Coaching	9,37,612	10,67,407	+1,29,795
Goods	10,01,074	11,09,395	+1,08,321
Electric telegraph	15,565	20,061	+4,496
Sundries	49,687	45,746	—*3,941*
TOTAL	20,03,938	22,42,609	+2,38,671

Coaching.—The number of passengers of the various classes carried, includin troops and police and season tickets, and the earnings therefrom, compare as follows :

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings
		R		R		R		R		R
Previous year	8,453	23,788	58,049	67,932	...	...	1,570,263	7,64,921	1,636,765	8,56,64
1899	7,777	21,746	60,812	73,670	1,547	1,590	1,812,954	8,90,092	1,883,090	9,87,09
Increase or decrease	—*676*	—*2,042*	+2,763	+5,738	+1,547	+1,590	+242,691	+1,25,171	+246,325	+1,30,45

The increase was due to the withdrawal of plague restrictions and to the movemen of merchants and others in search of food grains and fodder, great want being felt i the province owing to the famine.

The intermediate class was introduced for the first time during the year.

The average sum received for carrying a passenger one mile amounted to pies 2·9 against pies 2·93 in the previous year.

The coaching earnings per passenger train-mile were R3·22 against R2·87.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year :

	Previous year.		1899.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	253,352	9,64,680	297,556	10,75,713	+ 44,204	+ 1,11,033
Military stores	9	67	7	68	— 2	+ 1
Railway materials for construction (Home line only)	4,386	3,478	1,520	1,500	—2,866	—1,978
Coal and coke for the public and foreign railways	2,594	7,505	3,895	11,282	+ 1,301	+ 3,777
Coal and coke for construction (Home line only)	16	4	1,349	151	+ 1,333	+ 147
Coal and coke for revenue only	10,107	17,081	9,523	12,709	—584	—4,372
Revenue stores other than coal and coke	7,352	5,607	2,018	2,813	—5,334	—2,794
Live stock	87	1,354	305	3,317	+ 218	+ 1,963
Rent, miscellaneous, etc.	...	1,298	...	1,842	...	+ 544
TOTAL	277,903	10,01,074	316,173	11,09,395	+ 38,270	+ 1,08,321

The noticeable fluctuations of traffic under "Merchandise, general" are noted below :

	Increase.	
	Tons.	R
Grain and pulse	40,021	1,48,563
Provisions	4,698	21,290
	Decrease.	
Cotton, raw	556	42,794

Grain and pulse.—The increase was due to the large importation of wheat, rice not in the husk, jawar and bajra from the Bombay, Borada and Central India railway, as well as from Bombay by sea, on account of the famine in the province.

Provisions.—The increase was due to the increased imports of fresh dates *viâ* Veraval Bandar.

Cotton, raw.—The decrease was due to less production following on an unfavourable season.

The average sum received for carrying a ton of goods one mile amounted to pies 12·23 against pies 11·88 in the previous year.

The goods earnings per goods train-mile were R3·91 against R3·79.

Working expenses. The following table compares the working expenses of the railway system during 1899 with those of the previous year :

	PREVIOUS YEAR.		1899.		Increase or decrease in amount.	Decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	2,93,357	14·64	2,72,177	12·14	—21,180	2·50
Locomotive expenses	3,45,010	17·22	3,54,373	15·80	+ 9,363	1·42
Carriage and wagon expenses	65,639	3·28	66,295	2·95	+ 650	0·33
Traffic expenses	2,15,844	10·77	2,15,745	9·62	—99	1·15
General charges	2,12,698	10·61	2,09,307	9·33	—3,391	1·28
Special and miscellaneous expenditure	43,154	2·15	46,534	2·08	+ 3,380	0·07
TOTAL	11,75,702	58·67	11,64,431	51·92	—11,271	6·75

The decrease under "Maintenance of way, works and stations" was due to the inclusion in the accounts of the previous year of the bonus paid to the District Engineer on abolition of his appointment and to no rail renewals during 1899 against a renewal of 6·75 miles in the previous year.

The increase under "Locomotive expenses" was due to the repairs of a larger number of engines and one new boiler having been charged off.

Rates and fares. The principal alterations in coaching fares and goods rates will be found noted in Chapter X, Part I of the Administration Report.

CHAPTER V.

SCHOOLS AND FINE FUNDS.

SECTION I.—SCHOOLS.

In the following statements are given details of the number of children of railway employés and also of apprentices and workmen attending schools, together with information regarding the Government grants, railway grants, average school-fees and annual expenditure for the calendar year 189 :

STATEMENT No. 5.

Railway schools.

Classification number.	RAILWAY.	Number of schools.	ATTENDANCE. Children. Number on the rolls.	ATTENDANCE. Children. Average daily attendance.	ATTENDANCE. Apprentices and workmen. Number on the rolls.	ATTENDANCE. Apprentices and workmen. Average daily attendance.	ANNUAL CONTRIBUTIONS. Government grant.	ANNUAL CONTRIBUTIONS. Railway grant.	ANNUAL CONTRIBUTIONS. School fees.	ANNUAL CONTRIBUTIONS. TOTAL.	Annual expenditure.
	STANDARD GAUGE. State lines worked by companies.						R	R	R	R	R
I	East Indian { European .	(a) 16	864	691	48	42	12,182	(b)32,180	81,361	1,25,723	1,38,834
	East Indian { Native .	(c)	2,956	2,151	1,633	790	4,008	5,246	18,445	27,699	31,093
III	Bengal-Nágpur { European	5	91	74	...	...	1,015	2,327	970	4,312	3,532
	Bengal-Nágpur { Native .	2	157	93	...	...	20	600	79	699	445
IV	Indian Midland . .	2	78	46	...	...	...	1,700	604	2,304	2,494
	State lines worked by the State.										
XI	North Western { European	2	53	41	22	12	1,487	1,736	800	4,023	3,791
	North Western { Native .	22	91	74	1,212	399	...	6,522	206	6,728	5,624
XIII	Oudh & Rohilkhand { European	2	30	26	...	...	315	1,171	736	2,222	1,486
	Oudh & Rohilkhand { Native .	6	4	4	239	119	...	334	...	334	334
XIV and L	Eastern Bengal . .	4	153	44	49	42	...	808	...	808	808
	Lines worked by guaranteed companies.										
XVII	Great Indian Peninsula (d)	7	279	219	...	...	3,170	14,082	2,427	19,679	16,012
XVIII	Bombay, Baroda and Central India . .	3	122	85	...	...	1,980	4,833	1,718	8,531	8,726
XIX	Madras . . .	8	376	322	...	...	2,812	10,178	3,423	16,413	17,101
	METRE GAUGE. State lines worked by companies.										
XXXIX	Bengal and North-Western— Tirhoot section . . Company's section .	2	57	45	...	...	638	1,367	736	2,741	2,355
XLI	Rajputana-Malwa . .	13	413	369	96	80	3,160	18,882	15,159	37,201	37,263
XLIII	Southern Mahratta . .	10	147	108	78	26	525	3,495	962	4,982	5,271
XLV	Mysore section (Southern Mahratta) . .	4	64	55	26	8	...	1,619	348	1,967	1,805
XLVI	South Indian { European	3	104	81	...	...	...	2,443	587	3,030	2,402
	South Indian { Native .	1	52	50	...	...	...	252	151	403	307
XLIX	Burma { European	2	28	23	10	9	600	360	552	1,512	1,512
	Burma { Native .	2	105	96	24	20	600	554	1,363	2,517	2,577
	Line owned and worked by native state.										
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar (e) { European	1	15	22	...	...	246	996	713	1,955	1,822
	Bhávnagar-Gondal-Junágad-Porbandar (e) { Native .	1	47	30	...	...	...	249	78	327	258
	TOTAL .	118	6,286	4,749	3,437	1,547	32,758	1,11,934	1,31,418	2,76,110	2,85,852

(a) Including the joint railway schools at Aligarh and Moghal Sarai but excluding that at Gházíabad as no return has been received for it.
(b) Including R275 and R484 received from the Oudh and Rohilkhand State railway for the joint railway schools at Aligarh and Moghal Sarai, respectively, and R13,440 payable by the North Western State railway to the East Indian railway on account of the "Oakgrove" school at Mussoorie.
(c) Information not available.
(d) Includes particulars for the school at Khandwa for the first five months of 18)9 only, after which it was closed.
(e) Including the Jetalsar-Rájkot and Jámnagar railways.

STATEMENT NO. 6.

Local and district schools.

Classification number.	RAILWAY.	Number of schools.	Average daily attendance. Children.	Average daily attendance. Apprentices and workmen.	Annual railway grant.
	STANDARD GAUGE.				R
	State line worked by company.				
III	Bengal-Nágpur	2	73	...	600
	State lines worked by the State.				
XI	North Western	(a) 16	302	...	14,914
XIII	Oudh and Rohilkhand	(b) 13	133	...	5,798
XIV and L	Eastern Bengal	12	547	...	3,471
	Lines worked by guaranteed companies.				
XVII	Great Indian Peninsula (c)	6	(d)	...	3,481
XVIII	Bombay, Baroda and Central India	24	58	...	4,647
	METRE GAUGE.				
	State lines worked by companies.				
XXXIX	Bengal and North-Western— Tirhoot section Company's section	2	41	...	324
XLI	Rajputana-Malwa	9	617	1	3,919
XLIX	Burma	19	57	...	956
	Assisted company.				
LIX	Dibru-Sadiya	1	(e)	(e)	210
	TOTAL	104	1,828	1	38,320

(a) Excluding the "Oakgrove" school at Mussoorie and the joint railway school at Ghāziabad, which receive contributions from the North Western State railway. The particulars regarding the former are included with the railway schools of the East Indian railway and those regarding the latter are excluded for the reasons given in note (a) on the previous page.
(b) Excluding the joint railway schools at Aligarh and Moghal Sarai which receive contributions from the Oudh and Rohilkhand State railway. The particulars regarding these schools are included with the railway schools of the East Indian railway.
(c) Includes particulars for the school at Mount Abu for the first-half of 1899 only, as those for the second-half are not available.
(d) Information not furnished; the number on the rolls was 303 children.
(e) Information not furnished.

SECTION II.—FINE FUNDS.

2. The following table exhibits the transactions of the Fine Funds during 1899-1900 on State railways worked by the State.

It will be seen that the assets of the funds, including the balance at the close of the previous year, amounted to R95,735, the disbursements to R42,600, and the balance at the close of the year to R53,135.

STATEMENT No. 7.

Classification number.	RAILWAY.	ASSETS.					Disbursements.	Balance at the end of 1899-1900.
		Balance on the 1st April 1899.	Fines and bonuses forfeited.	Advances recovered.	Interest.	Total.		
		R	R	R	R	R	R	R
	State lines worked by the State.							
XI	North Western	567	17,919	...	227	18,713	17,542	1,171
XIII	Oudh and Rohilkhand	50,048	3,296	...	1,532	54,876	10,552	44,324
XIV and L	Eastern Bengal	531	7,643	...	39	8,213	7,578	635
XVI	East Coast	7,453	5,943	...	171	13,567	6,686	6,881
LXXXIII	Jorhát	128	167	...	2	297	240	57
LXXXIV	Cherra-Companyganj	52	15	...	2	69	2	67
	TOTAL	58,779	34,983	...	1,973	95,735	42,600	53,135

The disbursements of the year are made up of—

	R
Payments for the benefit of railway employés and their children	40,811
Refunds and miscellaneous adjustments	1,619
Advances	170
TOTAL	42,600

3. Details of the payments made for the benefit of railway employés and their children are given in the following statement:

Classification number.	RAILWAY.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Institutes and other recreations.	Railway gardens.	Volunteers.	Miscellaneous.
	State lines worked by the State.	R	R	R	R	R	R	R
XI	North Western	100	596	10,973	2,815	...	...	3,058 *
XIII	Oudh and Rohilkhand	...	...	2,723	516	...	...	6,385 †
XIV and L	Eastern Bengal	...	525	2,208	3,485	...	...	549
XVI	East Coast	...	150	933	5,555	...	...	...
LXXXIII	Jorhát	240	...	...	...	...	...	...
LXXXIV	Cherra-Companyganj	...	...	...	...	...	...	2

* Of this sum, R1,359 were expended in the supply of overcoats to menials not entitled under the rules to clothing at the cost of Revenue.

† Of this sum, R5,365 were expended in the supply of overcoats to menials not entitled under the rules to clothing at the cost of Revenue.

CALCUTTA,

The 13th November 1900.

F. R. UPCOTT,

Secretary to the Government of India,
Public Works Department, Railways.

APPENDIX A.

INDIAN RAILWAYS.

Statistics of their working for the half-years ended the 30th June and the 31st December 1899.

PART I.

SUMMARY OF THE REVENUE ACCOUNTS.

CONTENTS.

APPENDIX

STATISTICS OF INDIAN RAILWAYS.

PART I.

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1899.

GENERAL RESULTS.

Classification number.	Railway.	1899.	Capital expended.(a)	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	STANDARD GAUGE.		R	Miles.	Miles.	R	R	R
I	East Indian	1st half	39,21,20,549	(b)1,748	6,923,242	3,15,76,429	1,04,87,386	2,10,89,043
		2nd half	40,11,52,711	(b)1,746¼	7,220,921	3,19,69,545	(d) 99,07,661	2,20,01,884
		Total and average	40,11,52,711	(b) 1,747	14,144,163	6,35,45,974	2,,04,55,047	4,30,90,927
II	Bengal Central	1st half	1,21,47,111	(b) 139	192,821	5,41,086	3,45,963	1,95,123
		2nd half	1,23,31,929	(b) 139	217,354	5,98,603	3,51,913	2,46,690
		Total and average	1,23,31,929	(b) 139	410,175	11,39,689	6,97,876	4,41,813
III	Bengal-Nágpur	1st half	14,16,86,475	(b) 1,162¾	1,095,627	47,53,826	21,27,224	26,26,602
		2nd half	14,73,52,392	(b) 1,139½	1,232,678	43,19,634	22,24,422	20,95,211
		Total and average	14,73,52,392	(b) 1,151	2,328,305	90,73,460	43,51,646	47,21,814
IV	Indian Midland	1st half	9,87,67,169	(b) 818¾	913,232	32,86,444	18,30,437	14,56,007
		2nd half	9,98,34,287	(b) 818¼	875,198	31,90,782	18,63,839	13,26,943
		Total and average	9,98,34,287	(b)818½	1,788,430	64,77,226	36,94,276	27,82,950
V	Bhopal-Itársi (British section)	1st half	23,26,989	13½	31,608	1,10,060	64,291	45,769
		2nd half	23,61,938	13½	28,971	99,551	61,240	38,311
		Total and average	23,61,938	13½	60,579	2,09,611	1,25,531	84,080
VI	Godhra-Rutlam-Nágdá	1st half	1,76,66,414	141	131,302	7,30,564	3,79,786	3,50,778
		2nd half	1,76,96,520	141	121,975	5,33,632	3,57,772	1,75,860
		Total and average	1,76,96,520	141	253,277	12,64,196	7,37,558	5,26,638
VII	Wardha Coal	1st half	49,96,325	45	44,834	(c) 52,582	(e) 675	51,907
		2nd half	49,96,325	45	37,382	(c) 31,268	(e) 675	30,593
		Total and average	49,96,325	45	82,216	(c) 83,850	(e) 1,350	82,500
VIII	Dhond-Manmád	1st half	1,14,77,968	145½	217,870	(c)1,38,944	(e) 6,152	1,32,792
		2nd half	1,15,32,042	145½	281,321	(c)1,72,915	(e) 6,152	1,66,763
		Total and average	1,15,32,042	145½	499,191	(c)3,11,859	(e) 12,304	2,99,555
IX	Bezwada extension (East Coast State).	1st half	15,03,402	20½	14,256	89,278	35,847	53,431
		2nd half	15,02,651	20½	20,394	2,22,894	91,960	1,30,934
		Total and average	15,02,651	20½	34,650	3,12,172	127,807	1,84,365
	Washermenpet-Ennúr section (Bezwada-Madras).	1st half	5,98,565	8¼	15,235	50,233	28,021	22,212
		2nd half		Included	with the East	Coast State railway.		
		Total and average	5,98,565	4	15,235	50,233	28,021	22,212
XI	North Western State	1st half	48,84,54,980	(b)2,860½	4,807,363	1,86,70,772	1,01,53,865	(f)85,16,907
		2nd half	49,01,92,337	(b)2,953½	4,498,846	1,65,50,987	89,78,671	(f)75,72,316
		Total and average	49,01,92,337	(b)2,907	9,306,209	3,52,21,759	1,91,32,536	(f)1,60,89,223
XII	Hyderabad-Shadipalli	1st half	18,38,426	59	25,987	1,08,545	68,395	40,150
		2nd half	18,39,743	59	28,742	1,16,697	68,384	48,313
		Total and average	18,39,743	59	54,729	2,25,242	1,36,779	88,463
XIII	Oudh and Rohilkhand State (g)	1st half	11,53,60,692	1,030¼	1,679,754	58,27,099	25,94,767	32,32,332
		2nd half	11,62,40,709	1,030¼	1,502,361	53,11,891	24,07,628	28,44,263
		Total and average	11,62,40,709	1,030¼	3,182,115	1,11,38,990	50,62,395	60,76,595
XIV	Eastern Bengal State	1st half	6,69,66,043	266¾	898,028	36,06,930	21,93,845	14,13,085
		2nd half	6,79,16,167	267¾	1,109,350	54,45,591	22,69,236	31,76,355
		Total and average	6,79,16,167	267¼	2,007,378	90,52,521	44,63,081	45,89,440
	TOTAL STANDARD GAUGE carried over.	1st half	1,35,59,11,108	8,458½	16,991,159	6,95,42,792	3,03,16,654	3,92,26,138
		2nd half	1,37,49,49,751	8,518¾	17,175,493	6,85,63,989	2,87,09,553	3,98,54,436
		Total and average	1,37,49,49,751	8,488½	34,166,652	13,81,06,781	5,90,26,207	7,90,80,574

(a) Capital expended on open mileage charged to final heads.
(b) Including the mileage of foreign lines worked over.
(c) Represents the amount received as rent for the lease of this line.
(d) Including rebate paid to the South Behar railway.
(e) Expenditure incurred direct by the State.
(f) Including rebate paid to the Southern Punjab railway.
(g) Including the Cawnpore-Burhwal (metre gauge link).

STATISTICS OF INDIAN RAILWAYS (PART I)—continued.

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1899—continued.

GENERAL RESULTS—*continued.*

Classification number.	Railway.	1899.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			R	Miles.	Miles.	R	R	R
	STANDARD GAUGE—contd.							
	Brought forward STANDARD GAUGE.	1st half	1,35,59,11,168	8,458¼	16,991,159	6,95,42,792	3,03,16,654	3,92,26,138
		2nd half	1,37,49,49,751	8,518¾	17,175,493	6,85,63,989	2,87,09,5 3	3,98,54,436
		Total and average	1,37,49,49,751	8,488½	34,166,652	13,81,06,781	5,90,26,207	7,90,80,574
XV	Calcutta Port Commissioners'	1st half	71,28,712	8½	(a)	2,28,072	1,42,333	86,339
		2nd half	71,96,940	8½	(a)	2,17,874	1,11,757	1,06,117
		Total and average	71,96,940	8½	(a)	4,46,546	2,54,090	1,92,456
XVI	East Coast State	1st half	8,08,53,577	772	689,454	22,39,442	13,26,869	9,12,573
		2nd half	8,05,49,392	(b) 801½	800,693	21,02,572	15,00,063	6,02,509
		Total and average	8,05,49,392	786¾	1,490,147	43,42,014	28,26,932	15,15,082
XVII	Great Indian Peninsula	1st half	27,63,57,128	1,288	4,592,657	2,02,92,367	(c) 1,00,45,420	1,02,46,947
		2nd half	27,65,95,105	1,288	4,237,720	1,55,17,064	(c) 98,19,845	56,97,219
		Total and average	27,65,95,105	1,288	8,830,377	3,58,09,431	(c) 1,98,65,265	1,59,44,166
XVIII	Bombay, Baroda and Central India.	1st half	(d) 10,71,18,625	461	1,396,448	91,27,375	42,12,079	49,15,296
		2nd half	(d) 11,05,89,837	461	1,391,116	83,37,670	38,68,729	44,68,941
		Total and average	(d) 11,05,89,837	461	2,787,564	1,74,65,045	80,80,808	93,84,237
XIX	Madras	1st half	11,98,57,555	843¼	1,259,337	48,13,508	24,85,368	23,28,140
		2nd half	12,02,19,104	843¾	1,382,883	57,31,563	30,09,972	27,21,591
		Total and average	12,02,19,104	843½	2,642,220	1,05,45,071	54,95,340	50,49,731
XX	Delhi-Umballa-Kalka	1st half	(e) 1,54,25,186	162½	273 299	6,94,132	3,33,183	3,60,949
		2nd half	(e) 1,54,47,600	162½	282,505	7,55,246	3,62,518	3,92,728
		Total and average	(e) 1,54,47,600	162½	555,804	14,49,378	6,95,701	7,53,677
XXI	Tarkessur	1st half	17,83,378	22½	31,370	1,74,156	89,369	84,787
		2nd half	17,84,166	22½	32,595	1,34,603	66,898	67,705
		Total and average	17,84,166	22½	63,965	3,08,759	1,56,267	1,52,492
XXII	South Behar (Luckeeserai-Gya) (f)	1st half	...	...	...	...	...	...
		2nd half	1,17,50,134	76¾	46,471	2,03,328	71,165	(g) 1,32,163
		Total and average	1,17,50,134	38¼	46,471	2,03,328	71,165	1 32,163
XXIII	Southern Punjab (Delhi-Samásata).	1st half	2,25,52,404	421¼	387,360	7,09,278	3,08,824	3,40,454
		2nd half	2,26,02,986	423¾	291,480	6,72,816	3,49,864	3,22,952
		Total and average	2,26,02,986	422½	678,840	13,82,094	7,18,688	(g) 6,63,406
XXV	Tápti Valley	1st half	(a)	36	13,874	61,648	28,718	32,930
		2nd half	1,13,54,173	105	45,688	1,80,945	86,271	94,674
		Total and average	1,13,54,173	70½	59,562	2,42,593	1,14,989	1,27,604
XXVI	Khámgaon	1st half	5,22,150	7½	8,480	(h) 10,901	...	10,901
		2nd half	5,22,150	7½	11,376	(h) 3,949	...	3,949
		Total and average	5,22,150	7½	19,856	(h) 14,850	...	14,850
XXVII	Amráoti	1st half	4,48,111	5½	10,976	(h) 22,215	(i) 442	21,773
		2nd half	4,48,111	5½	11,316	(h) 10,884	(i) 443	10,441
		Total and average	4,48,111	5½	22,292	(h) 33,099	(i) 885	32,214
XXVIII	Bína-Goona-Bárán	1st half	97,43,938	90¾	34,701	1,25,250	65,998	59,252
		2nd half	99,31,680	145¼	56,738	1,42,109	75,253	66,856
		Total and average	99,31,680	118	91,439	2,67,359	1,41,251	1,26,108
XXIX	Bhopal-Ujjain	1st half	76,27,945	113¼	60,862	2,61,142	1,32,281	1,28,861
		2nd half	76,54,290	113¼	76,733	3,21,199	1,72,149	1,49,050
		Total and average	76,54,290	113¼	137,595	5,82,341	3,04,430	2,77,911
XXX	Bhopal-Itársi (Native state section)	1st half	50,00,000	44¼	105,558	2,36,485	1,38,141	98,344
		2nd half	50,00,000	44¼	96,755	2,10,740	1,29,040	81,100
		Total and average	50,00,000	44¼	202,313	4,47,225	2,67,781	1,79,444
XXXI	The Nizam's Guaranteed State	1st half	4,08,64,415	(j) 334¼	428,124	19,52,584	8,11,666	11,40,918
		2nd half	4,08,92,996	(j) 334¼	490,691	21,57,617	7,97,489	13,60,128
		Total and average	4,08,92,996	(j) 334¼	918,815	41,10,201	16,09,155	25,01,046
	TOTAL STANDARD GAUGE carried over.	1st half	2,05,11,94,232	13,069	26,283,659	11,04,91,947	5,04,97,345	5,99,94,602
		2nd half	2,09,74,88,416	13,361⅓	26,430,253	10,52,64,168	4,91,31,609	5,61,32,559
		Total and average	2,09,74,88,416	13,215¼	52,713,912	21,57,56,115	9,96,28,954	11,61,27,161

* See foot-note (a) on page ii.

(a) Information not furnished.
(b) Including the mileage of foreign line worked over.
(c) Including rent of leased lines.
(d) Including the State outlay (R8,08,405) on the Pátri branch.
(e) Including R5,76,918 on account of interest on capital during construction.
(f) Opened for traffic from the 5th July 1899.
(g) Excluding rebate.
(h) Represents the amount received as rent for the release of this line.
(i) Expenditure incurred direct by the Stat e
(j) Including 3·10 miles worked over twice by each train.

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1899—continued.

GENERAL RESULTS—*continued.*

Classification number.	RAILWAY.	1899.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	STANDARD GAUGE—*concld.*		R	Miles.	Miles.	R	R	R
	Brought forward STANDARD GAUGE.	1st half	2,05,11,94,232	13,069	26,283,659	11,04,91,947	5,04,97,345	5,99,94,602
		2nd half	2,09,74,88,416	13,361½	26,430,253	10,52,64,168	4,91,31,609	5,61,32,559
		Total and average	2,09,74,88,416	13,215½	52,713,912	21,57,56,115	9,96,28,954	11,61,27,161
XXXII	Nágdá-Ujjain	1st half	22,54,017	34½	12,997	66,417	30,939	35,478
		2nd half	22,34,346	34½	15,753	80,758	38,504	42,254
		Total and average	22,34,346	34½	28,750	1,47,175	69,443	77,732
XXXIII	The Gaekwar's Petlád	1st half	7,40,704	13¼	9,593	34,975	14,165	20,810
		2nd half	7,40,704	13¼	9,752	35,693	17,191	18,502
		Total and average	7,40,704	13¼	19,345	70,668	31,356	39,312
XXXIV	Kolar Gold-fields	1st half	7,41,114	10	16,298	72,907	50,499	22,408
		2nd half	7,48,646	10	22,101	1,04,760	70,341	34,419
		Total and average	7,48,646	10	38,399	1,77,667	1,20,840	56,827
XXXVI	Rájpura-Bhátinda	1st half	67,05,785	108	100,780	3,49,340	1,92,137	1,57,203
		2nd half	67,05,785	107	99,696	3,30,180	1,81,599	1,48,581
		Total and average	67,05,785	107½	200,476	6,79,520	3,73,736	3,05,784
XXXVII	Jammu and Kashmir (Native state section).	1st half	9,62,335	16	12,002	25,767	14,301	11,466
		2nd half	(a) 9,60,820	16	11,936	25,765	14,300	11,465
		Total and average	9,60,820	16	23,938	51,532	28,601	22,931
	TOTAL STANDARD GAUGE	1st half	2,06,25,98,187	13,250½	26,435,329	11,10,41,353	5,07,99,386	6,02,41,967
		2nd half	2,10,88,78,717	13,542	26,589,491	10,58,41,324	4,94,53,544	5,63,87,780
		Total and average	2,10,88,78,717	13,396½	53,024,820	21,68,82,677	10,02,52,930	11,66,29,747
	METRE GAUGE.							
XXXIX	Bengal and North-Western—Tirhoot section	1st half	2,71,11,653	341¾	(b)	19,32,422	10,31,224	9,01,198
		2nd half	2,73,87,245	341¾	(b)	14,92,386	10,13,423	4,78,963
		Total and average	2,73,87,245	341¾	(b)	34,24,808	20,44,647	13,80,161
	Company's section	1st half	(c)4,68,05,298	670½	1,415,199	22,89,562	6,93,469	15,96,093
		2nd half	(c)4,89,66,517	743	1,409,638	20,55,299	8,87,859	11,67,440
		Total and average	(c)4,89,66,517	706¼	2,824,837	43,44,861	15,81,328	(d)27,63,533
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	(e)92,23,867	231½	247,931	6,61,767	3,12,249	3,49,518
		2nd half	(e)92,92,292	203¾	232,789	6,10,393	3,19,704	2,90,689
		Total and average	(e)92,92,292	217⅔	480,720	12,72,160	6,31,953	6,40,207
XLI	Rajputana-Malwa	1st half	13,01,09,490	1,646	2,826,458	1,17,58,418	51,51,301	66,07,117
		2nd half	13,04,51,310	1,677½	3,498,621	1,30,71,927	52,91,307	77,80,620
		Total and average	13,04,51,310	1,661⅔	6,325,079	2,48,30,345	1,04,42,608	1,43,87,737
XLII	Pálanpur-Deesa	1st half	4,18,264	17½	6,256	21,152	9,290	11,862
		2nd half	4,18,264	17½	7,786	23,476	9,618	13,858
		Total and average	4,18,264	17½	14,042	44,628	18,908	25,720
XLIII	Southern Mahratta	1st half	9,63,62,776	1,045	978,774	28,71,536	18,41,349	10,30,187
		2nd half	9,65,49,979	1,045	1,220,911	29,99,080	21,34,266	8,64,814
		Total and average	9,65,49,979	1,045	2,199,685	58,70,616	39,75,615	18,95,001
XLIV	Guntakal-Mysore frontier	1st half	58,98,813	119½	75,024	1,84,313	1,15,964	68,349
		2nd half	(a)58,98,608	119½	78,197	2,00,516	1,40,405	60,111
		Total and average	58,98,608	119½	153,221	3,84,829	2,56,369	1,28,460
XLV	Mysore section (Southern Mahratta).	1st half	1,52,16,537	296	200,071	5,16,730	3,37,967	1,78,763
		2nd half	1,53,03,132	296	206,544	5,43,739	3,93,470	1,50,269
		Total and average	1,53,03,132	296	406,615	10,60,469	7,31,437	3,29,032
	TOTAL METRE GAUGE carried over.	st half	33,11,46,698	4,367	5,749,713	2,02,35,900	94,92,813	1,07,43,087
		2nd half	33,42,67,347	4,443¾	6,654,486	2,09,96,816	1,01,90,052	1,08,06,764
		Total and average	33,42,67,347	4,405¼	12,404,199	4,12,32,716	1,96,82,865	2,15,49,851

* See foot-note (a) on page li.

(a) The decrease as compared with the previous half-year is due to certain credits.
(b) Included with the Bengal and North-Western railway (Company's section).
(c) Including R10,00,014 on account of interest on capital during construction.
(d) Including contribution to Provident Fund.
(e) Including R41,029 on account of interest on capital during construction.

STATISTICS OF INDIAN RAILWAYS (PART I)—continued.

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1899—continued.

GENERAL RESULTS—*continued.*

Classification number.	Railway.	1899.	Capital expended. *	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			R	Miles.	Miles.	R	R	R
	METRE GAUGE—*contd.*							
	Brought forward METRE GAUGE	1st half	33,11,46,698	4,367	5,749,713	2,02,35,900	94,92,813	1,07,43,087
		2nd half	33,42,67,347	4,443¾	6,654,486	2,09,96,816	1,01,90,052	1,08,06,764
		Total and average	33,42,67,347	4,405¼	12,404,199	4,12,32,716	1,96,82,865	2,15,49,851
XLVI	South Indian	1st half	7,24,86,492	1,017¾	1,657,950	41,93,338	22,98,137	18,95,201
		2nd half	7,27,88,306	1,025	1,591,391	42,81,124	21,43,104	21,38,020
		Total and average	7,27,88,306	1,021½	3,249,341	84,74,462	44,41,241	40,33,221
XLVII	Máyavaram-Mutupet	1st half	24,94,102	54	56,933	1,21,103	75,465	45,638
		2nd half	24,97,355	54	56,059	1,20,958	69,798	51,160
		Total and average	24,97,355	54	112,992	2,42,061	1,45,263	96,798
XLVIII	Assam-Bengal	1st half	5,13,41,627	416	317,483	8,30,748	6,82,628	1,48,120
		2nd half	5,09,62,000	410⅓	293,748	7,88,898	6,14,314	1,74,584
		Total and average	5,09,62,000	413½	6,11,231	16,19,646	12,96,942	3,22,704
XLIX	Burma	1st half	8,20,36,943	936	1,520,939	47,59,221	26,69,009	20,90,212
		2nd half	8,54,82,230	952	1,424,857	40,66,503	25,78,308	14,88,195
		Total and average	8,54,82,230	944	2,945,796	88,25,724	52,47,317	35,78,407
L	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharlla 2′ 6″ gauge branch).	1st half	4,22,04,675	478⅓	804,130	25,37,944	12,57,503	12,80,441
		2nd half	4,24,23,867	478⅓	864,596	34,37,057	12,64,470	21,72,587
		Total and average	4,24,23,867	478⅓	1,668,726	59,75,001	25,21,973	34,53,028
	Dacca section	1st half	71,46,570	86	107,960	2,72,919	1,41,424	1,31,495
		2nd half	71,81,786	86	116,563	3,11,995	1,84,875	1,27,120
		Total and average	71,81,786	86	224,523	5,84,914	3,26,299	2,58,615
LIII	Deoghur	1st half 2nd half	2,86,180	4¾	14,556	33,262	26,586	6,676
		Total and average	2,86,180	4¾	14,556	33,262	26,586	6,676
LIV	Brahmaputra-Sultanpur (a)	1st half	6,51,253	12¼	11,276	10,699	4,815	5,884
		2nd half	8,00,995	24⅓	22,851	25,601	11,521	14,080
		Total and average	8,00,995	18½	34,127	36,300	16,336	19,964
LV	Mymensingh-Jamálpur-Jaganath-ganj	1st half	10,02,411	33	22,584	29,262	13,168	16,094
		2nd half	15,73,456	36⅓	33,434	37,237	16,757	20,480
		Total and average	15,73,456	34¾	56,018	66,499	29,925	36,574
LVI	Rohilkund and Kumaon (Company's section).	1st half	21,40,973	(b) 66	54,195	2,43,699	1,14,281	1,29,418
		2nd half	21,39,980	(b) 66	45,146	2,21,924	1,14,621	1,07,303
		Total and average	21,39,980	(b) 66	99,341	4,65,623	2,28,902	2,36,721
LVII	Segowlie Raxaul (c)	1st half	...	...	...	...	...	...
		2nd half	8,68,088	7½	2,556	5,433	2,429	3,004
		Total and average	8,68,088	3¾	2,556	5,433	2,429	3,004
LVIII	Bengal Dooars	1st half	(d) 26,16,320	36⅛	19,415	94,183	77,578	16,605
		2nd half	(d) 26,26,747	36⅛	19,760	1,78,854	77,043	1,01,811
		Total and average	(d) 26,26,747	36⅛	39,175	2,73,037	1,54,621	1,18,416
LIX	Dibru-Sadiya	1st half	72,97,126	77½	113,251	4,23,283	2,27,526	1,95,757
		2nd half	73,06,538	77½	106,029	4,36,131	1,82,200	2,53,931
		Total and average	73,06,538	77½	219,280	8,59,414	4,09,726	4,49,688
LX	Ledo and Tikak-Margherita Colliery.	1st half	12,29,579	7½	8,280	31,626	22,825	8,801
		2nd half	12,83,416	7½	8,640	31,458	18,206	13,252
		Total and average	12,83,416	7½	16,920	63,084	41,031	22,053
LXI	Ahmedabad-Parántij	1st half	19,30,884	54½	40,069	1,05,415	46,202	59,213
		2nd half	19,32,206	54½	40,130	1,05,219	42,744	62,475
		Total and average	19,32,206	54½	80,799	2,10,634	88,946	1,21,688
	TOTAL METRE GAUGE carried over	1st half	60,57,25,653	7,642½	10,484,778	3,38,89,340	1,71,23,374	1,67,65,966
		2nd half	61,41,34,317	7,760	11,280,246	3,50,45,208	1,75,10,442	1,75,34,766
		Total and average (e)	61,44,20,497	7,706	21,779,580	6,89,67,810	3,46,60,402	3,43,07,408

* See foot-note (a) on page ii.

(a) Opened for traffic on the 1st April 1899.
(b) Including 12 miles of the Rohilkund and Kumaon railway (Lucknow-Bareilly section) worked over by the company.
(c) Opened for traffic from the 1st March 1899; but no accounts were received for the 1st half-year.
(d) Including R37,876 on account of interest on capital during construction.
(e) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

***Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1899*—continued.**

GENERAL RESULTS—*continued.*

Classification number.	Railway.	1899.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			R	Miles.	Miles.	R	R	R
	METRE GAUGE—*concld.* Brought forward METRE GAUGE	1st half	60,57,25,653	7,642½	10,484,778	3,38,89,340	1,71,23,374	1,67,65,966
		2nd half	61,41,34,317	7,760	11,280,246	3,50,45,208	1,75,10,442	1,75,34,766
		Total and average (a)	61,44,20,497	7,706	21,779,580	6,89,67,810	3,46,60,402	3,43,07,408
LXII	Nilgiri (b)	1st half	47,50,003	1½	1,784	4,888	4,284	604
		2nd half	47,87,869	17	23,793	79,560	59,956	19,604
		Total and average	47,87,869	9¼	25,577	84,448	64,240	20,208
LXIII	The Gaekwar's Mehsána	1st half	32,82,173	92½	57,574	1,94,553	85,367	1,09,186
		2nd half	32,83,612	92½	67,456	1,81,607	74,140	1,07,467
		Total and average	32,83,612	92½	125,030	3,76,160	1,59,507	2,16,653
LXIV	Hyderabad-Gódávari Valley (c)	1st half	...	...	...	...	...	...
		2nd half	75,80,623	50⅝	22,231	63,381	26,503	36,878
		Total and average	75,80,623	25¼	22,231	63,381	26,503	36,878
LXV	Kolhápur	1st half	23,24,807	29	13,837	57,555	36,140	21,415
		2nd half	23,24,807	29	12,492	41,640	29,069	12,571
		Total and average	23,24,807	29	26,329	99,195	65,209	33,986
LXVI	Yesvantpur-Mysore frontier	1st half	24,03,228	51¼	41,538	76,257	47,873	28,384
		2nd half	(e) 24,03,073	51¼	41,375	73,106	50,962	22,144
		Total and average	24,03,073	51¼	82,913	1,49,363	98,835	50,528
LXVII	Mysore-Nanjangúd	1st half	6,21,548	15¼	9,674	8,208	5,153	3,055
		2nd half	6,21,853	15¾	6,965	8,602	5,986	2,616
		Total and average	6,21,853	15½	16,639	16,810	11,139	5,671
LXVIII	Birur-Shimoga (d)	1st half	...	...	...	...	...	...
		2nd half	20,14,436	6½	2,341	6,186	4,305	1,881
		Total and average	20,14,436	3¼	2,341	6,186	4,305	1,881
LXXII	Jodhpur-Bikaner— Jodhpur section	1st half	82,42,001	336	235,463	8,99,702	4,15,881	4,83,821
		2nd half	81,48,213	380⅝	260,801	10,09,395	3,26,372	6,83,023
		Total and average	81,48,213	358¼	496,264	19,09,097	7,42,253	11,66,844
	Bikaner section	1st half	19,99,432	85¾	34,866	86,279	32,876	53,403
		2nd half	20,14,734	95	43,005	88,260	37,319	50,941
		Total and average	20,14,734	90¼	77,871	1,74,539	70,195	1,04,344
LXXIII	Udaipur-Chitor	1st half	16,12,975	60⅞	22,782	83,554	49,490	34,064
		2nd half	19,34,912	65⅛	28,345	1,26,986	56,221	70,765
		Total and average	19,34,912	63	51,127	2,10,540	1,05,711	1,04,829
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	1,75,59,762	333¾	278,661	10,24,290	4,60,433	5,63,857
		2nd half	1,75,92,036	333¾	240,241	8,29,193	4,66,115	3,63,078
		Total and average	1,75,92,036	333¾	518,902	18,53,483	9,26,548	9,26,935
LXXV	Jetalsar-Rájkot	1st half	15,81,597	46¼	20,835	1,04,678	62,755	41,923
		2nd half	15,83,208	46¼	22,098	94,249	57,446	36,803
		Total and average	15,83,208	46¼	42,933	1,98,927	1,20,201	78,726
LXXVI	Jámnagar	1st half	22,94,142	54¼	18,429	66,322	39,076	27,246
		2nd half	22,97,377	54¼	18,590	60,001	35,707	24,294
		Total and average	22,97,377	54¼	37,019	1,26,323	74,783	51,540
LXXVII	Dhrángadra	1st half	5,54,161	20¾	7,809	37,223	23,145	14,078
		2nd half	5,64,088	20¾	7,956	26,653	19,753	6,900
		Total and average	5,64,088	20¾	15,765	63,876	42,898	20,978
	TOTAL METRE GAUGE	1st half	65,29,51,542	8,769⅛	11,228,030	3,65,32,849	1,83,85,847	1,81,47,002
		2nd half	67,12,85,158	9,018⅝	12,077,935	3,77,34,027	1,87,60,296	1,89,73,731
		Total and average (a)	67,15,71,338	8,898¾	23,320,521	7,43,00,138	3,71,72,729	3,71,27,409

* See foot-note (a) on page ii.

(a) Including the Deoghur railway for which yearly figures are shown.
(b) Opened for traffic from the 15th June 1899.
(c) Opened for traffic from the 21st October 1899.
(d) Opened for traffic from the 1st December 1899.
(e) The decrease as compared with the previous half year is due to certain credits.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1899—concluded.

GENERAL RESULTS—*concluded.*

Classification number.	Railway.	1899.	Capital expended.*	Mean mileage open	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			R	Miles.	Miles.	R	R	R
	SPECIAL GAUGES.							
LXXXIII	Jorhát (2′ 0″)	1st half	8,75,132	26¼	15,598	44,881	53,508	*—8,627*
		2nd half	8,75,342	25⅝	14,508	51,607	48,926	2,681
		Total and average	8,75,342	25¾	30,106	96,488	1,02,434	*—5,946*
LXXXIV	Cherra-Companyganj (2′ 6″) (*a*)	1st half	(*b*) 3,39 343	3¾	2,624	6,556	31,042	*—24,486*
		2nd half	(*b*) 3,38,749	...	...	2,459	12,580	*—10,121*
		Total and average	(*b*) 3,38,749	1⅞	2,624	9,015	43,622	*—34,607*
LXXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	32,39,302	51	93,104	3,67,229	2,18,839	1,48,390
		2nd half	32,95,462	51	71,537	3,47,756	2,39,336	1,08,420
		Total and average	32,95,462	51	1,64,641	7,14,985	4,58,175	2,56,810
LXXXVII	Bársi Light (2′ 6″)	1st half	(*c*) 13,42,280	21⅛	9,114	98,964	47,570	51,394
		2nd half	(*c*) 13,43,297	21⅛	8,778	57,154	43,964	13,190
		Total and average	(*c*) 13,43,297	21⅛	17,892	1,56,118	91,534	64,484
LXXXVIII	Howrah-Amta (2′ 0″)	1st half	11,34,815	(*d*) 28½	34,257	1,29,°91	69,434	60,457
		2nd half	11,41,307	(*d*) 28½	37,172	1,20,872	68,535	52,337
		Total and average	11,41,307	(*d*) 28½	71,429	2,50,763	1,37,969	1,12,794
LXXXIX	Howrah-Sheakhalla (2′ 0″)	1st half	6,09,434	(*d*) 21¾	17,915	37,494	26,860	10,634
		2nd half	6,09,434	(*d*) 21¾	16,997	35,902	25,083	10,819
		Total and average	6,09,434	(*d*) 21¾	34,912	73,396	51,943	21,453
XC	Ránaghat-Krishnagar (2′ 6″) (*e*)	1st half	7,31,259	9¾	(*f*)	15,692	11,594	4,098
		2nd half	7,27,809	15	20,755	30,656	26,339	4,317
		Total and average	7,27,809	12¼	20,755	46,348	37,933	8,415
XCI	Tárakeshwar-Magra (2′ 6″)	1st half	9,51,113	31	36,049	33,106	27,640	5,466
		2nd half	9,51,113	31	36,355	33,062	26,336	6,726
		Total and average	9,51,113	31	72,404	66,168	53,976	12,192
XCII	Tezpore-Bálipárá (2′ 6″)	1st half	4,60,087	20	16,160	40,771	33,728	7,043
		2nd half	4,74,177	20	16,780	54,386	35,273	19,113
		Total and average	4,74,177	20	32,940	95,157	69,001	26,156
XCIV	Gwalior Light (2′ 0″) (*g*)	1st half	...	...	...	...	...	...
		2nd half	22,68,556	10¼	4,982	4,094	8,207	*—4,113*
		Total and average	22,68,556	5	4,982	4,094	8,207	*—4,113*
XCV	The Gaekwar's Dabhoi (2′ 6″)	1st half	20,89,817	78¾	47,277	1,28,473	78,916	49,557
		2nd half	20,73,066	78¾	40,095	1,17,501	79,487	38,014
		Total and average	20,73,066	78¾	87,372	2,45,974	1,58,403	87,571
XCVI	Rajpipla (2′ 6″)	1st half	8,29,651	24¾	9,199	19,769	12,919	6,850
		2nd half	13,06,712	37	11,558	16,031	14,403	1,628
		Total and average	13,06,712	30¾	20,757	35,809	27,322	8,478
XCVIII	Cooch Behar (2′ 6″)	1st half	11,86,101	27	24,305	36,110	18,435	17,675
		2nd half	12,59,345	33½	30,984	46,663	21,265	25,398
		Total and average	12,59,345	30	55,289	82,773	39,700	43,073
XCIX	Morvi (2′ 6″)	1st half	24,41,284	94¼	85,812	2,19,252	1,09,901	1,09,351
		2nd half	24,42,812	94¼	96,848	2,01,234	1,40,532	60,702
		Total and average	24,42,812	94¼	182,660	4,20,486	2,50,433	1,70,053
	TOTAL SPECIAL GAUGES	1st half	1,62,29,618	438¼	391,414	11,78,188	7,40,386	4,37,802
		2nd half	1,91,07,181	468	407,349	11,19,377	7,90,266	3,29,111
		Total and average	1,91,07,181	453	798,763	22,97,565	15,30,652	7,66,913
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	2,79,95,57,286	22,748	77,144,104	29,34,80,380	13,89,56,311	15,45,24,069

* See foot-note (*a*) on page ii.

(*a*) The line was closed to traffic from 28th March 1899 and has not since been re-opened.
(*b*) Excluding the outlay (R4,80,153) on the hill incline section, which is now being dismantled.
(*c*) Including R59,114 on account of interest on capital during construction.
(*d*) Figures taken from Part I of the Administration Report.
(*e*) Opened for traffic from the 5th April 1899.
(*f*) Information not available.
(*g*) Opened for traffic from the 2nd December 1899.

N.B.—This table excludes the West of India Portuguese, Pondicherry and Karaikkal-Peralam railways. This remark applies to all the subsequent tables.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS.

Half-years ended the 30th June and the 31st December 1899.

[Form No. VIII of Revenue Accounts.]

Classification Number.	Railway.	1899.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
			R	R	R	R	R	R	R
	STANDARD GAUGE.								
I	East Indian (*a*)	1st half	97,84,416	2,21,31,586	60,236	1,12,482	40,745	3,15,252	3,24,44,717
		2nd half	99,10,409	2,25,94,590	57,624	1,20,558	66,470	3,13,071	3,30,62,722
		Total	1,96,94,825	4,47,26,176	1,17,860	2,33,040	1,07,215	6,28,324	6,55,07,439
II	Bengal Central	1st half	3,46,715	1,16,001	1,070	...	71,009	6,291	5,41,086
		2nd half	3,46,768	2,22,337	887	...	23,357	5,254	5,98,603
		Total	6,93,483	3,38,338	1,957	...	94,366	11,545	11,39,689
III	Bengal-Nágpur	1st half	10,46,584	33,44,788	11,000	...	3,13,678	37,776	47,53,826
		2nd half	11,05,903	30,18,839	13,415	...	1,47,415	34,062	43,19,634
		Total	21,52,487	63,63,627	24,415	...	4,61,093	71,838	90,73,460
IV	Indian Midland (*b*)	1st half	13,44,605	25,91,088	14,735	...	14,860	54,093	40,19,381
		2nd half	12,89,016	25,83,323	19,064	...	4,149	68,829	39,64,381
		Total	26,33,621	51,74,411	33,799	...	19,009	1,22,922	79,83,762
VI	Godhra-Rutlam-Nágdá	1st half	83,463	6,49,425	1,056	...	—*3,380*	...	7,30,564
		2nd half	93,455	4,41,677	1,423	...	—*2,923*	...	5,33,632
		Total	1,76,918	10,91,102	2,479	...	—*6,303*	...	12,64,196
VII	Wardha Coal	1st half	Included with the Great Indian Peninsula railway						52,582
		2nd half							31,268
		Total							83,850
VIII	Dhond-Manmád	1st half							1,38,944
		2nd half							1,72,915
		Total							3,11,859
IX	Bezwada extension (East Coast State).	1st half	17,939	71,025	142	...	...	172	89,278
		2nd half	16,537	1,13,291	145	...	92,738	183	2,22,894
		Total	34,476	1,84,316	287	...	92,738	355	3,12,172
	Washermenpet-Ennúr section (Bezwada-Madras)	1st half	30,622	19,508	31	...	...	72	50,233
		2nd half	Included with the East Coast State railway.						
		Total	30,622	19,508	31	...	...	72	50,233
XI	North Western State	1st half	57,64,468	1,24,76,434	42,422	44,264	1,68,542	1,74,642	1,86,70,772
		2nd half	59,04,942	1,01,26,856	51,536	7,340	2,12,019	2,48,294	1,65,50,987
		Total	1,16,69,410	2,26,03,290	93,958	51,604	3,80,561	4,22,936	3,52,21,759
XII	Hyderabad-Shadipalli	1st half	47,288	60,199	620	...	...	438	1,08,545
		2nd half	47,782	66,322	2,336	...	...	257	1,16,697
		Total	95,070	1,26,521	2,956	...	...	695	2,25,242
XIII	Oudh and Rohilkhand State (*c*)	1st half	22,40,145	31,91,168	14,317	...	3,18,240	63,229	58,27,099
		2nd half	20,17,502	25,98,328	16,330	...	2,87,477	3,92,254	53,11,891
		Total	42,57,647	57,89,496	30,047	...	6,05,717	4,55,483	1,11,38,990
XIV	Eastern Bengal State	1st half	15,21,343	17,98,347	9,506	12,880	(*d*)	2,64,854	36,06,930
		2nd half	15,08,704	37,12,586	9,588	13,599	(*d*)	2,01,114	54,45,591
		Total	30,30,047	55,10,933	19,094	26,479	(*d*)	4,65,968	90,52,521
	TOTAL STANDARD GAUGE carried over.	1st half	2,22,27,588	4,64,49,569	1,55,135	1,69,626	9,23,694	9,16,819	7,10,33,957
		2nd half	2,22,41,018	4,54,78,149	1,72,348	1,41,497	8,30,702	12,63,318	7,03,31,215
		Total	4,44,68,606	9,19,27,718	3,27,483	3,11,123	17,54,396	21,80,137	14,13,65,172

(*a*) Including the Delhi-Umballa-Kalka and Tarkessur and South Behar (Luckeeserai-Gya) railways. This remark applies to all the subsequent tables xcepting the Interest table.
(*b*) Including the Bhopal-Itársi, Bína-Goona-Bárán and Bhopal-Ujjain railways. This remark applies to all the subsequent tables excepting the Interest able.
(*c*) Including the Cawnpore-Burhwal railway (metre gauge link). This remark applies to all the subsequent tables.
(*d*) Shown under "Other items" as the information is not available separately.

STATISTICS OF INDIAN RAILWAYS—(PART I)—continued.

SUMMARY OF EARNINGS—continued.

[From No. VIII of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Classification Number.	Railway.	1899.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	Standard Gauge—concld.		R	R	R	R	R	R	R
	Brought forward Standard Gauge.	1st half	2,22,27,588	4,64,49,569	1,55,135	1,69,626	9,23,694	9,16,819	7,10,33,957
		2nd half	2,22,41,018	4,54,78,149	1,72,348	1,41,497	8,30,702	12,63,318	7,03,31,215
		Total	4,44,68,606	9,19,27,718	3,27,483	3,11,123	17,54,396	21,80,137	14,13,65,172
XV	Calcutta Port Commissioners'.	1st half	...	1,94,105	...	...	...	34,567	2,28,672
		2nd half	...	1,89,098	...	...	...	28,776	2,17,874
		Total	...	3,83,203	...	...	...	63,343	4,46,546
XVI	East Coast State	1st half	10,75,055	10,85,082	8,157	50,250	9,319	11,579	22,39,442
		2nd half	10,56,898	9,68,933	7,573	23,851	22,470	22,847	21,02,572
		Total	21,31,953	20,54,015	15,730	74,101	31,789	34,426	43,42,014
XVII	Great Indian Peninsula	1st half	40,15,348	1,60,94,802	33,124	...	29,699	1,19,394	2,02,92,367
		2nd half	41,95,876	1,11,21,063	45,761	...	42,704	1,11,660	1,55,17,064
		Total	82,11,224	2,72,15,865	78,885	...	72,403	2,31,054	3,58,09,431
XVIII	Bombay, Baroda and Central India.	1st half	23,25,681	65,82,071	23,649	...	76,370	1,19,604	91,27,375
		2nd half	24,05,139	57,69,402	30,275	...	38,912	93,942	83,37,670
		Total	47,30,820	1,23,51,473	53,924	...	1,15,282	2,13,546	1,74,65,045
XIX	Madras	1st half	16,53,090	30,57,954	8,515	...	16,676	77,273	48,13,508
		2nd half	18,92,276	36,89,016	8,230	...	65,265	76,776	57,31,563
		Total	35,45,366	67,46,970	16,745	...	81,941	1,54,049	1,05,45,071
XXIII	Southern Punjab (Delhi-Samásata).	1st half	2,42,722	4,62,081	...	...	...	4,475	7,09,278
		2nd half	1,94,375	4,73,967	...	...	...	4,474	6,72,816
		Total	4,37,097	9,36,048	...	...	...	8,949	13,82,094
XXV	Tapti Valley	1st half	32,262	28,817	569	...	...	...	61,648
		2nd half	56,228	1,22,523	1,601	..	...	593	1,80,945
		Total	88,400	1,51,340	2,170	...	...	593	2,42,593
XXVI	Khámgaon	1st half	Included with the Great Indian Peninsula railway						10,901
		2nd half							3,949
		Total							14,850
XXVII	Amráoti	1st half							22,215
		2nd half							10,884
		Total							33,099
XXXI	The Nizam's Guaranteed State.	1st half	4,31,361	14,83,843	9,447	...	2,840	25,093	19,52,584
		2nd half	4,19,361	17,53,492	11,018	...	—47,034	20,780	21,57,617
		Total	8,50,722	32,37,335	20,465	...	—44,194	45,873	41,10,201
XXXII	Nágdá-Ujjain	1st half	15,589	50,590	235	...	...	3	66,417
		2nd half	13,983	65,988	722	...	...	65	80,758
		Total	29,572	1,16,578	957	...	...	68	1,47,175
XXXIII	The Gaekwar's Petlád	1st half	15,342	16,779	348	...	...	2,506	34,975
		2nd half	17,023	17,778	671	...	...	221	35,693
		Total	32,365	34,557	1,019	...	...	2,727	70,668
XXXIV	Kolar Gold-fields	1st half	15,121	57,443	130	...	...	213	72,907
		2nd half	23,675	80,874	40	...	...	171	1,04,760
		Total	38,796	1,38,317	170	...	...	384	1,77,667
XXXVI	Rájpura-Bhátinda	1st half	1,83,805	1,62,696	2,160	...	...	679	3,49,340
		2nd half	1,64,735	1,60,459	2,987	...	...	1,999	3,30,180
		Total	3,48,540	3,23,155	5,147	...	...	2,678	6,79,520
XXXVII	Jammu and Kashmir (Native state section).	1st half	18,951	6,551	254	...	...	11	25,767
		2nd half	21,086	4,478	153	...	...	48	25,765
		Total	40,037	11,029	407	...	...	59	51,532
	Total Standard Gauge	1st half	3,22,51,915	7,57,32,383	2,41,723	2,19,876	10,58,598	13,12,216	11,10,41,353
		2nd half	3,27,01,673	6,98,95,220	2,81,379	1,65,348	9,53,019	16,25,670	10,58,41,325
		Total	6,49,53,588	14,56,27,603	5,23,102	3,85,224	20,11,617	29,37,886	21,68,82,678

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

Half-years ended the 30th June and the 31st December 1899.

[From No. VIII of Revenue Accounts.]

Classification Number.	Railway.	1899.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
			R	R	R	R	R	R	R
	METRE GAUGE.								
XXXIX	Bengal and North-Western— Tirhoot section	1st half	14,22,475	23,24,870	16,536	3,37,790	14,697	1,05,616	42,21,984
	Company's section	2nd half	13,28,120	18,11,427	16,942	2,43,564	50,294	97,338	35,47,685
		Total	27,50,595	41,36,297	33,478	5,81,354	64,991	2,02,954	77,69,669
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	2,09,511	4,20,271	4,008	...	8,980	18,997	6,61,767
		2nd half	1,85,461	3,62,833	5,123	...	29,042	27,934	6,10,393
		Total	3,94,972	7,83,104	9,131	...	38,022	46,931	12,72,160
XLI	Rajputana-Malwa	1st half	33,68,415	81,73,631	33,872	...	47,244	1,35,256	1,17,58,418
		2nd half	30,51,940	97,38,178	56,227	...	82,362	1,43,220	1,30,71,927
		Total	64,20,355	1,79,11,809	90,099	...	1,29,606	2,78,476	2,48,30,345
XLII	Pálanpur-Deesa	1st half	10,024	11,083	36	...	...	9	21,152
		2nd half	10,387	13,032	49	...	...	8	23,476
		Total	20,411	24,115	85	...	...	17	44,628
XLIII	Southern Mahratta	1st half	7,02,029	20,91,685	12,491	...	28,968	36,363	28,71,536
		2nd half	6,87,604	22,54,197	13,204	...	8,391	35,684	29,99,080
		Total	13,89,633	43,45,882	25,695	...	37,359	72,047	58,70,616
XLIV	Guntakal-Mysore frontier.	1st half	64,049	1,14,879	942	...	3,226	1,217	1,84,313
		2nd half	77,238	1,17,123	791	...	4,424	940	2,00,516
		Total	1,41,287	2,32,002	1,733	...	7,650	2,157	3,84,829
XLV	Mysore section (Southern Mahratta).	1st half	1,65,568	3,36,644	3,547	...	3,549	7,422	5,16,730
		2nd half	1,86,067	3,45,632	3,702	...	848	7,490	5,43,739
		Total	3,51,635	6,82,276	7,249	...	4,397	14,912	10,60,469
XLVI	South Indian	1st half	20,53,536	20,74,245	10,598	...	3,043	51,016	41,93,338
		2nd half	21,85,551	20,34,244	10,562	...	6,815	43,952	42,81,124
		Total	42,39,087	41,08,489	21,160	...	9,858	95,868	84,74,462
XLVII	Máyavaram-Mutupet	1st half	89,724	30,340	392	...	...	647	1,21,103
		2nd half	89,874	29,900	392	...	...	792	1,20,958
		Total	1,79,598	60,240	784	...	...	1,439	2,42,061
XLVIII	Assam-Bengal	1st half	5,20,174	2,88,309	7,158	...	...	15,107	8,30,748
		2nd half	4,07,562	3,59,056	7,219	152	...	14,909	7,88,898
		Total	9,27,736	6,47,365	14,377	152	...	30,016	16,19,646
XLIX	Burma	1st half	24,40,983	22,33,940	14,505	13,520	...	56,273	47,59,221
		2nd half	18,67,077	20,66,070	13,131	13,435	...	1,06,790	40,66,503
		Total	43,08,060	43,00,010	27,636	26,955	...	1,63,063	88,25,724
L	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharlla 2' 6" gauge, branch).	1st half	8,86,659	14,06,328	5,594	2,09,102	(a)	30,261	25,37,944
		2nd half	9,57,143	21,12,902	6,037	3,38,664	(a)	22,311	34,37,057
		Total	18,43,802	35,19,230	11,631	5,47,766	(a)	52,572	59,75,001
	Dacca section	1st half	1,91,714	71,552	1,206	...	(a)	8,447	2,72,919
		2nd half	1,99,684	1,03,092	1,381	...	(a)	7,838	3,11,995
		Total	3,91,398	1,74,644	2,587	...	(a)	16,285	5,84,914
	TOTAL METRE GAUGE carried over.	1st half	1,21,24,861	1,95,77,777	1,10,885	5,60,412	1,09,707	4,67,531	3,29,51,173
		2nd half	1,12,33,708	2,13,47,686	1,34,760	5,95,815	1,82,176	5,09,206	3,40,03,351
		Total	2,33,58,569	4,09,25,463	2,45,645	11,56,227	2,91,883	9,76,737	6,69,54,524

(a) Shown under "Other items" as the information is not available separately.

A—continued.

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

[From No. VIII of Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Classification Number.	Railway.	1899.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries. Receipts from other lines for hire, mileage, and rents, etc.	Sundries. Other items.	Total.
			R	R	R	R	R	R	R
	METRE GAUGE—*contd.* Brought forward METRE GAUGE.	1st half	1,21,24,861	1,95,77,777	1,10,885	5,60,412	1,09,707	4,67,531	3,29,51,173
		2nd half	1,12,33,708	2,13,47,686	1,34,760	5,95,815	1,82,176	5,09,200	3,40,03,351
		Total	2,33,58,569	4,09,25,463	2,45,645	11,56,227	2,91,883	9,76,737	6,69,54,524
LIII	Deoghur	1st half / 2nd half	28,807	4,261	...	...	...	194	33,262
		Total	28,807	4,261	...	...	...	194	33,262
LIV	Brahmaputra-Sultanpur (*a*).	1st half	6,636	3,961	99	...	...	3	10,699
		2nd half	13,969	11,413	205	...	...	14	25,601
		Total	20,605	15,374	304	...	...	17	36,300
LV	Mymensingh Jamálpur-Jagannathganj	1st half	23,503	5,683	48	...	...	28	29,262
		2nd half	28,890	8,062	241	...	...	44	37,237
		Total	52,393	13,745	289	...	...	72	66,499
LVI	Rohilkund and Kumaon (Company's section).	1st half	1,11,911	69,682	431	...	1,529	60,146	2,43,699
		2nd half	1,16,254	45,809	417	...	5,911	53,533	2,21,924
		Total	2,28,165	1,15,491	848	...	7,440	1,13,679	4,65,623
LVII	Segowlie-Raxaul (*b*)	1st half	In	formation not	available.				
		2nd half	2,347	2,852	234	...	...	...	5,433
		Total	2,347	2,852	234	...	...	...	5,433
LVIII	Bengal-Dooars	1st half	26,191	60,513	146	6,964	...	369	94,183
		2nd half	27,762	1,42,200	226	6,027	...	2,639	1,78,854
		Total	53,953	2,02,713	372	12,991	...	3,008	2,73,037
LIX	Dibru-Sadiya	1st half	68,415	3,34,355	4,975	...	5,274	10,264	4,23,283
		2nd half	70,348	3,44,820	5,504	...	6,596	8,863	4,36,131
		Total	1,38,763	6,79,175	10,479	...	11,870	19,127	8,59,414
LX	Ledo and Tikak-Margherita Colliery.	1st half	...	31,626	...	...	...	...	31,626
		2nd half	...	31,458	...	...	...	...	31,458
		Total	...	63,084	...	...	...	...	63,084
LXI	Ahmedabad-Parántij	1st half	50,767	53,801	794	...	...	53	1,05,415
		2nd half	46,469	57,913	835	...	...	2	1,05,219
		Total	97,236	1,11,714	1,629	...	...	55	2,10,634
LXII	Nilgiri (*c*)	1st half	3,587	1,290	2	...	...	9	4,888
		2nd half	45,102	34,043	71	...	...	344	79,560
		Total	48,689	35,333	73	...	...	353	84,448
LXIII	The Gaekwar's Mehsána	1st half	91,777	1,01,479	868	...	...	429	1,94,553
		2nd half	74,608	1,05,245	1,744	...	...	10	1,81,607
		Total	1,66,385	2,06,724	2,612	...	...	439	3,76,160
LXIV	Hyderabad-Godavari Valley (*d*).	1st half	...	...	...	...	...	...	...
		2nd half	9,999	53,211	150	...	...	21	63,381
		Total	9,999	53,211	150	...	..	21	63,381
LXV	Kolhápur	1st half	19,764	36,155	1,127	...	...	509	57,555
		2nd half	14,372	25,580	1,369	...	...	319	41,640
		Total	34,136	61,735	2,496	...	...	828	99,195
	TOTAL METRE GAUGE carried over.	1st half	1,25,27,412	2,02,76,322	1,19,375	5,67,376	1,16,510	5,39,341	3,41,46,336
		2nd half	1,16,83,828	2,22,10,292	1,45,756	6,01,842	1,94,683	5,74,995	3,54,11,396
		Total (*e*)	2,42,40,047	4,24,90,875	2,65,131	11,69,218	3,11,193	11,14,530	6,95,90,994

(*a*) Opened for traffic from the 1st April 1899.
(*b*) Opened from the 1st March 1899.
(*c*) Opened from the 1st December 1899.
(*d*) Opened for traffic from the 21st October 1899.

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

Half-years ended the 30th June and the 31st December 1899.

[From No. VIII of Revenue Accounts.]

Classification Number.	Railway.	1899.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries. Receipts from other lines for hire, mileage, and rents, etc.	Sundries. Other items.	Total.
	Metre gauge—*concld.*		R	R	R	R	R	R	R
	Brought forward metre gauge.	1st half	1,25,27,412	2,02,76,322	1,19,375	5,67,376	1,16,510	5,39,341	3,41,46,336
		2nd half	1,16,83,828	2,22,10,292	1,45,756	6,01,842	1,94,683	5,74,995	3,54,11,396
		Total(a)	2,42,40,047	4,24,90,875	2,65,131	11,69,218	3,11,193	11,14,530	6,95,90,994
LXVI	Yesvantpur-Mysore frontier	1st half	25,573	49,777	485	...	...	422	76,257
		2nd half	30,279	42,119	396	...	...	312	73,106
		Total	55,852	91,896	881	...	...	734	1,49,363
LXVII	Mysore-Nanjangúd	1st half	3,841	4,195	110	...	...	62	8,208
		2nd half	5,314	3,172	63	...	...	53	8,602
		Total	9,155	7,367	173	...	...	115	16,810
LXVIII	Birur-Shimoga(b)	1st half	...	...	...	...	...	...	...
		2nd half	3,089	3,036	39	...	...	22	6,186
		Total	3,089	3,036	39	...	...	22	6,186
LXXII	Jodhpur-Bikaner—Jodhpur section	1st half	2,72,894	6,16,810	9,345	...	...	653	8,99,702
		2nd half	2,54,995	7,32,945	21,034	...	...	421	10,09,395
		Total	5,27,889	13,49,755	30,379	...	...	1,074	19,09,097
	Bikaner section	1st half	28,518	52,804	4,900	...	...	57	86,279
		2nd half	21,008	59,042	8,149	...	...	61	88,260
		Total	49,526	1,11,846	13,049	...	...	118	1,74,539
LXXIII	Udaipur-Chitor	1st half	52,918	30,103	373	...	...	160	83,554
		2nd half	44,951	78,718	1,080	...	2,013	224	1,26,986
		Total	97,869	1,08,821	1,453	...	2,013	384	2,10,540
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	1st half	4,66,632	5,34,404	6,160	...	7,125	9,969	10,24,290
		2nd half	3,52,185	4,45,488	9,374	...	6,045	16,101	8,29,193
		Total	8,18,817	9,79,892	15,534	...	13,170	26,070	18,53,483
LXXV	Jetalsar-Rájkot	1st half	76,567	26,530	1,364	...	...	217	1,04,678
		2nd half	59,309	32,972	1,827	...	...	141	94,249
		Total	1,35,876	59,502	3,191	...	...	358	1,98,927
LXXVI	Jámnagar	1st half	48,917	13,793	319	...	3,215	78	66,322
		2nd half	39,488	17,244	425	...	2,799	45	60,001
		Total	88,405	31,037	744	...	6,014	123	1,26,323
LXXVII	Dhrángadra	1st half	13,847	23,025	343	...	...	8	37,223
		2nd half	10,460	15,940	248	...	...	5	26,653
		Total	24,307	38,965	591	...	...	13	63,876
	Total metre gauge	1st half	1,35,17,119	2,16,27,763	1,42,774	5,67,370	1,26,850	5,50,967	3,65,32,849
		2nd half	1,25,04,906	2,36,40,968	1,88,391	6,01,842	2,05,540	5,92,380	3,77,34,027
		Total (a)	2,60,50,832	4,52,72,992	3,31,165	11,69,218	3,32,390	11,43,541	7,43,00,138
	Special gauges.								
LXXXIII	Jorhát (2' 0")	1st half	6,251	37,730	281	...	...	619	44,881
		2nd half	6,027	44,893	283	...	...	404	51,607
		Total	12,278	82,623	564	...	...	1,023	96,488
LXXXIV	Cherra-Companyganj (2' 6")	1st half	...	6,556	...	...	...	...	6,556
		2nd half	...	2,459	...	...	...	...	2,459
		Total	...	9,015	...	...	...	...	9,015
LXXXVI	Darjeeling-Himalayan (2' 0")	1st half	1,41,485	2,21,582	1,894	...	...	2,268	3,67,229
		2nd half	1,35,266	2,05,890	2,050	...	...	4,550	3,47,756
		Total	2,76,751	4,27,472	3,944	...	...	6,818	7,14,985
LXXXVII	Bársi Light (2' 6")	1st half	11,182	86,325	131	...	...	1,326	98,964
		2nd half	9,738	45,911	229	...	...	1,276	57,154
		Total	20,920	1,32,236	260	...	...	2,602	1,56,118
	Total special gauges carried over	1st half	1,58,918	3,52,193	2,306	...	...	4,213	5,17,630
		2nd half	1,51 031	2,99,153	2,562	...	...	6,230	4,58,976
		Total	3,09,919	6,51,346	4,868	...	...	10,443	9,76,606

(a) Including the Deoghur railway, for which yearly figures are shown.
(b) Opened for traffic from the 1st December 1899.

STATISTICS OF INDIAN RAILWAYS—(PART I)—continued.

SUMMARY OF EARNINGS—concluded.

[From No. VIII of Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Classification Number.	Railway.	1899.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	Special gauges—concld.		R	R	R	R	R	R	R
	Brought forward Special gauges	1st half	1,58,918	3,52,193	2,306	...	...	4,213	5,17,630
		2nd half	1,51,031	2,99,153	2,562	...	...	6,230	4,58,976
		Total	3,09,949	6,51,346	4,868	...	...	10,443	9,76,606
LXXXVIII	Howrah-Amta (2′ 0″)	1st half	1,24,151	5,553	...	...	...	187	1,29,891
		2nd half	1,15,501	5,237	...	...	...	134	1,20,872
		Total	2,39,652	10,790	...	...	...	321	2,50,763
LXXXIX	Howrah-Sheakhalla (2′ 0″)	1st half	35,569	1,871	...	...	...	54	37,494
		2nd half	33,844	2,027	...	...	...	31	35,902
		Total	69,413	3,898	...	...	...	85	73,396
XC	Ránaghat-Krishnagar (2′ 6″)(a)	1st half	15,258	407	...	...	...	27	15,692
		2nd half	29,881	592	...	...	...	183	30,656
		Total	45,139	999	...	...	...	210	46,348
XCI	Tárakeshwar-Magra (2′ 6″)	1st half	29,991	2,670	174	...	...	271	33,106
		2nd half	28,687	3,634	115	...	...	626	33,062
		Total	58,678	6,304	289	...	...	897	66,168
XCII	Tezpore-Bálipárá (2′ 6″)	1st half	17,996	19,450	800	...	...	2,525	40,771
		2nd half	18,665	32,525	912	...	...	2,284	54,386
		Total	36,661	51,975	1,712	...	...	4,809	95,157
XCIV	Gwalior Light (2′ 0″) (b)	1st half / 2nd half	2,216	1,877	...	...	...	1	4,094
		Total	2,216	1,877	...	...	...	1	4,094
XCV	The Gaekwar's Dabhoi (2′ 6″)	1st half	50,509	76,220	1,360	...	...	384	1,28,473
		2nd half	52,978	62,152	2,075	...	...	296	1,17,501
		Total	1,03,487	1,38,372	3,435	...	...	680	2,45,974
XCVI	Rajpipla (2′ 6″)	1st half	4,644	15,002	58	...	...	65	19,769
		2nd half	6,518	9,334	62	...	...	117	16,031
		Total	11,162	24,336	120	...	...	182	35,800
XCVIII	Cooch Behar (2′ 6″)	1st half	15,871	16,616	159	3,208	...	256	36,110
		2nd half	19,309	23,775	188	3,099	...	292	46,663
		Total	35,180	40,391	347	6,307	...	548	82,773
XCIX	Morvi (2′ 6″)	1st half	1,30,324	85,663	2,697	...	...	568	2,19,252
		2nd half	1,15,074	81,151	4,455	...	...	554	2,01,234
		Total	2,45,398	1,66,814	7,152	...	...	1,122	4,20,486
	Total Special gauges	1st half	5,83,231	5,75,645	7,554	3,208	...	8,550	11,78,188
		2nd half	5,73,704	5,21,457	10,369	3,099	...	10,748	11,19,377
		Total	11,56,935	10,97,102	17,923	6,307	...	19,298	22,97,565
	Total of all gauges for the year.	...	9,21,61,355	19,19,97,697	8,72,190	15,60,749	23,44,007	41,00,725	29,34,80,381

(a) Opened for traffic from the 5th April 1899.

(b) Opened for traffic from the 2nd December 1899.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract H of

PASSEN

Classification Number.	Railway.	1899.	First class. Average fare per mile.	First class. Number.	First class. Earnings.	Second class. Average fare per mile.	Second class. Number.	Second class. Earnings.	Third or Intermediate class. Average fare per mile.	Third or Intermediate class. Number.	Third or Intermediate class. Earnings.
	Standard Gauge.		Pies.		R	Pies.		R	Pies.		R
I	East Indian	1st half	15·53	34,851	3,52,717	6·61	103,968	4,11,617	3·28	744,944	6,73,818
		2nd half	15·73	35,477	3,35,366	6·91	106,824	4,49,289	3·38	719,872	6,54,634
		Total and average	15·63	70,328	6,88,083	6·76	210,792	8,60,906	3·33	1,464,816	13,28,452
II	Bengal Central	1st half	9·74	1,680	3,534	4·94	15,796	12,053	3·53	26,967	16,452
		2nd half	14·27	1,453	3,854	7·25	11,222	11,912	3·46	28,969	18,408
		Total and average	12·50	3,133	7,388	6·10	27,018	23,965	3·50	55,936	34,860
III	Bengal-Nágpur	1st half	13·56	3,060	25,523	5·80	10,547	26,761	2·85	26,864	19,103
		2nd half	13·63	3,586	27,686	5·77	15,314	35,285	2·91	22,978	20,413
		Total and average	13·59	6,646	53,209	5·79	25,861	62,046	2·88	49,842	39,516
IV	Indian Midland	1st half	10·75	6,671	63,950	4·83	22,648	88,095	(a)2·97	(a)175,026	(a)2,22,941
		2nd half	10·91	5,743	66,173	4·95	20,596	83,864	(a)2·97	(a)144,037	(a)1,81,761
		Total and average	10·83	12,414	1,30,123	4·89	43,244	1,71,959	(a)2·97	(a)319,063	(a)4,04,702
VI	Godhra-Rutlam-Nágdá	1st half, 2nd half, Total and average	Included with the Rajputana-Malwa railway.								
IX	Bezwada extension (East Coast State).	1st half, 2nd half, Total and average	Included with the Nizam's Guaranteed State railway.								
...	Wa-hermenpet-Ennúr section (Bezwada-Madras).	1st half	11·65	697	482	4·63	2,955	848	...	...	...
		2nd half	Included with the East Coast State railway.								
		Total and average	11·65	697	482	4·63	2,955	848	...	...	...
XI	North Western State	1st half	10·77	26,994	1,98,388	4·42	92,405	2,50,056	3·01	379,535	4,07,620
		2nd half	11·02	25,605	1,78,373	4·80	81,205	2,27,662	3·01	364,948	3,97,437
		Total and average	10·90	52,599	3,76,761	3·61	173,610	4,77,718	3·01	744,483	8,05,057
XII	Hyderabad-Shadipalli	1st half, 2nd half, Total and average	Included with the North Western State railway.								
XIII	Oudh and Rohilkhand State. (c)	1st half	11·40	11,624	64,880	5·29	34,859	82,838	3·36	178,314	1,36,219
		2nd half	11·35	10,355	56,626	5·43	33,969	83,212	3·33	168,661	1,31,354
		Total and average	11·38	21,979	1,21,506	4·36	68,828	1,66,050	3·34	346,975	2,67,573
XIV	Eastern Bengal State (d)	1st half	(e) 12·98	24,617	91,349	(e)6·17	62,541	1,03,088	(e)2·98	467,757	2,23,702
		2nd half	(e) 11·60	23,748	75,478	(e)6·36	60,484	1,01,979	(e)3·00	460,860	2,21,266
		Total and average	(e) 12·29	48,365	1,66,827	(e)6·26	123,025	2,05,067	(e) 2·99	928,617	4,44,968
XV	Calcutta Port Commissioners'.	1st half, 2nd half, Total and average	Open for goods traffic only.								
XVI	East Coast State	1st half	16·09	3,710	26,179	8·13	13,750	29,365	4·43	5,637	9,221
		2nd half	15·80	3,095	25,524	7·00	15,270	34,507	4·36	4,369	10,361
		Total and average	15·95	6,805	51,703	7·56	29,020	63,872	4·40	10,006	19,582
XVII	Great Indian Peninsula	1st half	10·89	59,930	2,72,259	3·95	528,999	4,39,799	(a)3·00	(a)187,529	(a)3,25,357
		2nd half	11·01	51,703	2,82,811	4·33	417,790	4,05,323	(a)3·00	(a)176,887	(a)3,27,055
		Total and average	10·95	111,633	5,55,070	4·14	946,789	8,45,122	(a)3·00	(a)364,416	(a)6,52,412
XVIII	Bombay, Baroda and Central India.	1st half	9·79	84,232	87,731	4·58	762,432	2,71,790	2·99	196,118	3,36,746
		2nd half	9·76	70,394	71,003	4·76	691,949	2,44,586	2·99	186,627	3,23,920
		Total and average	9·77	154,626	1,58,734	4·67	1,454,381	5,16,376	2·99	382,745	6,60,666
XIX	Madras	1st half	11·65	10,562	1,00,878	4·63	52,735	1,33,974	...	...	...
		2nd half	10·02	11,097	97,150	4·84	57,651	1,48,382	...	...	...
		Total and average	10·84	21,659	1,98,028	4·73	110,386	2,82,356	...	...	...
XXIII	Southern Punjab (Delhi-Samásata).	1st half, 2nd half, Total and average	Included with the North Western State railway.								
XXV	Tápti Valley	1st half	9·79	171	390	4·58	1,164	893	2·99	...	...
		2nd half	9·76	225	505	4·76	2,055	1,926	2·99	...	...
		Total and average	10·95	396	895	4·67	3,219	2,819	2·99	...	...
	Total Standard Gauge carried over.	1st half	...	268,799	12,88,260	...	1,704,799	18,51,177	...	2,388,691	23,71,179
		2nd half	...	242,481	12,20,540	...	1,514,329	18,27,927	...	2,278,208	22,86,609
		Total and average	...	511,280	25,08,809	...	3,219,128	36,79,104	...	4,666,899	46,57,788

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

GERS.

Fourth or Lowest class. Average fare per mile.	Fourth or Lowest class. Number.	Fourth or Lowest class. Earnings.	Total. Number.	Total. Earnings.	Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net Total.	1899.	Classification Number.
Pies.		R		R	R	R	R	R		
2·51	9,485,860	72,16,936	10,369,623	86,55,088	11,29,681	97,84,769	353	97,84,416	1st half	I
2·51	8,924,752	71,59,836	9,786,925	85,99,125	13,11,710	99,10,835	426	99,10,409	2nd half	
2·51	18,410,612	1,43,76,772	20,156,548	1,72,54,213	24,41,391	1,96,95,004	779	1,96,94,825	Total and average.	
2·84	843,557	2,82,130	888,000	3,14,169	32,546	3,46,715	...	3,46,715	1st half	II
3·01	801,831	2,80,335	843,475	3,14,509	32,259	3,46,768	...	3,46,768	2nd half	
2·92	1,645,388	5,62,465	1,731,475	6,28,678	64,805	6,93,483	...	6,93,483	Total and average.	
1·97	1,490,184	8,81,229	1,530,655	9,52,616	93,968	10,46,584	...	10,46,584	1st half	III
2·00	1,364,307	9,10,691	1,406,185	9,94,075	1,11,828	11,05,903	...	11,05,903	2nd half	
1·99	2,854,491	17,91,920	2,936,840	19,46,691	2,05,796	21,52,487	...	21,52,487	Total and average.	
(b) 2·55	(b) 884,538	(b) 7,60,876	1,088,883	11,35,862	2,08,743	13,44,605	...	13,44,605	1st half	IV
(b) 2·55	(b) 771,064	(b) 6,43,102	941,440	9,74,900	3,14,116	12,89,016	...	12,89,016	2nd half	
(b) 2·55	(b)1,655,602	(b) 14,03,978	2,030,323	21,10,762	5,22,859	26,33,621	...	26,33,621	Total and average.	
								83,463	1st half	VI
								93,455	2nd half	
								1,76,918	Total and average.	
								17,939	1st half	IX
								16,537	2nd half	
								34,476	Total and average.	
2·12	426,829	28,079	430,481	29,409	1,213	30,622	...	30,622	1st half	...
									2nd half	
2·12	426,829	28,079	430,481	29,409	1,213	30,622	...	30,622	Total and average.	
2·26	8,151,342	47,43,017	8,650,276	55,99,081	6,58,160	62,57,241	4,92,773	57,64,468	1st half	XI
2·26	8,134,948	46,82,875	8,606,706	54,86,347	8,46,573	63,32,920	4,27,978	59,04,942	2nd half	
2·26	16,286,290	94,25,892	17,256,982	1,10,85,428	15,04,733	1,25,90,161	9,20,751	1,16,69,410	Total and average.	
								47,288	1st half	XII
								47,782	2nd half	
								95,070	Total and average.	
2·50	3,108,227	17,52,930	3,333,024	20,36,867	2,03,477	22,40,344	199	22,40,145	1st half	XIII
2·50	2,846,720	15,40,236	3,059,705	18,11,428	2,06,095	20,17,523	21	20,17,502	2nd half	
2·50	5,954,947	32,93,166	6,392,729	38,48,295	4,09,572	42,57,867	220	42,57,647	Total and average	
(e)2·47	5,024,954	19,20,916	5,579,869	23,39,055	2,60,661	25,99,716	...	25,99,716	1st half	XIV
(e) 2·48	4,976,613	19,47,038	5,521,705	23,45,761	3,19,770	26,65,531	...	26,65,531	2nd half	
(e)2·48	10,001,567	38,67,954	11,101,574	46,84,816	5,80,431	52,65,247	...	52,65,247	Total and average.	
									1st half	XV
									2nd half	
									Total and average.	
2·48	1,838,641	9,42,822	1,861,738	10,07,587	67,468	10,75,055	...	10,75,055	1st half	XVI
2·48	1,881,406	9,13,636	1,904,140	9,84,028	72,871	10,56,899	...	10,56,899	2nd half	
2·48	3,720,047	18,56,458	3,765,878	19,91,615	1,40,339	21,31,954	...	21,31,954	Total and average.	
(b) 1·91	(b)7,524,123	(b) 21,21,264	8,300,581	31,58,679	8,56,669	40,15,348	...	40,15,348	1st half	XVII
(b) 1·02	(b)7,197,540	(b) 21,86,166	7,843,926	32,01,355	9,94,520	41,95,875	...	41,95,875	2nd half	
(b) 1·91	(b)14,721,669	(b) 43,07,430	16,144,507	63,60,034	18,51,189	82,11,223	...	82,11,223	Total and average.	
2·23	6,851,518	12,85,896	7,894,300	19,82,163	3,43,529	23,25,692	11	23,25,681	1st half	XVIII
2·29	7,190,399	14,53,617	8,139,369	20,93,126	3,12,013	24,05,139	...	24,05,139	2nd half	
2·26	14,041,917	27,39,513	16,033,669	40,75,289	6,55,542	47,30,831	11	47,30,820	Total and average	
2·12	3,322,039	11,18,078	3,385,336	13,52,930	3,00,160	16,53,090	...	16,53,090	1st half	XIX
2·10	3,922,842	13,50,461	3,991,590	15,95,993	2,96,283	18,92,276	...	18,92,276	2nd half	
2·11	7,244,881	24,68,539	7,376,926	29,48,923	5,96,443	35,45,366	...	35,45,366	Total and average.	
								2,42,722	1st half	XXIII
								1,94,375	2nd half	
								4,37,097	Total and average	
2·23	89,989	27,582	91,324	28,865	3,397	32,262	...	32,262	1st half	XXV
2·29	135,758	50,972	138,038	53,403	2,825	56,228	...	56,228	2nd half	
2·26	225,747	78,554	229,362	82,268	6,222	88,490	...	88,490	Total and average.	
...	49,041,801	2,30,81,755	53,404,090	2,85,92,371	41,59,672	3,27,52,043	4,93,336	3,26,50,119	1st half	
...	48,148,186	2,31,18,965	52,183,204	2,84,54,050	48,20,863	3,32,74,913	4,28,425	3,31,98,637	2nd half	
...	97,189,987	4,62,00,720	105,587,294	5,70,46,421	89,80,535	6,60,26,956	9,21,761	6,58,48,756	Total and average.	

REMARKS

(a) Third class by mail trains.

(b) Third class by other than mail trains.

(c) Including the Cawnpore-Burhwal railway (metre gauge link).

(d) Including the metre and special gauge sections of the undertaking.

(e) The average fares shown in this statement are for the standard gauge section only. The average fares on the metre gauge section are pies 14·05, 6·26, 3·09, and 2·50 for the first, second, third or intermediate, and fourth or lowest classes, respectively, during the first-half of 1899, and pies 13·95, 6·05, 3·08, and 2·50, respectively, during the second-half of 1899.

APPENDIX
STATISTICS OF INDIAN
DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract H of

Classification Number.	Railway.	1899.	PASSEN- First class. Average fare per mile.	First class. Number.	First class. Earnings.	Second class. Average fare per mile.	Second class. Number.	Second class. Earnings.	Third or Intermediate class. Average fare per mile.	Third or Intermediate class. Number.	Third or Intermediate class. Earnings.
	STANDARD GAUGE—*concld.*		Pies.		R	Pies.		R	Pies.		R
	Brought forward STANDARD GAUGE.	1st half	...	268,799	12,88,260	...	1,704,799	18,51,177	...	2,388,691	23,71,179
		2nd half	...	242,481	12,20,549	...	1,514,329	18,27,927	...	2,278,208	22,86,609
		Total and average.	...	511,280	25,08,809	...	3,219,128	36,79,104	...	4,666,899	46,57,788
XXXI	The Nizam's Guaranteed State.	1st half	15·40	3,917	30,370	4·60	19,111	43,106	(a)2·50	(a)129,004	(a)60,208
		2nd half	15·08	3,870	25,915	4·79	20,382	41,551	(a)2·50	(a)126,834	(a)56,765
		Total and average	15·24	7,867	56,285	4·69	39,493	84,657	(a)2·50	(a)255,838	(a)1,16,973
XXXII	Nágdá-Ujjain	1st half	9·79	134	328	4·58	586	550	2·99	328	156
		2nd half	9·76	76	238	4·76	344	454	2·99	216	103
		Total and average	9·77	210	566	4·67	930	1,004	2·99	544	259
XXXIII	The Gaekwar's Petlád	1st half	9·79	124	95	4·58	1,955	770	...	...	...
		2nd half	9·76	73	46	4·76	1,243	485	..	...	...
		Total and average	9·77	197	141	4·67	3,198	1,255	...	...	...
XXXIV	Kolar Gold-fields	1st half	11·65	1,878	785	4·63	8,233	1,590	...	...	...
		2nd half	10·02	1,918	794	4·84	9,470	1,823	...	...	...
		Total and average	10·84	3,796	1,579	4·73	17,703	3,413	...	...	...
XXXVI	Rájpura-Bhátinda	1st half	Included with the North Western State railway.								
		2nd half									
		Total and average.									
XXXVII	Jammu and Kashmir (Native state section).	1st half									
		2nd half									
		Total and average									
	TOTAL STANDARD GAUGE	1st half	...	274,932	13,19,838	...	1,734,684	18,97,193	...	2,518,023	24,31,543
		2nd half	...	248,418	12,47,542	...	1,545,768	18,72,240	...	2,405,258	23,43,477
		Total and average	...	523,350	25,67,380	...	3,280,452	37,69,433	...	4,923,281	47,75,020
	METRE GAUGE.										
XXXIX	Bengal and North-Western— Tirhoot section Company's section	1st half	20·81	8,892	28,778	9·56	12,859	23,774	4·87	35,115	25,177
		2nd half	13·26	8,490	21,878	6·19	12,377	18,159	3·16	30,434	20,081
		Total and average	17·04	17,382	50,656	7·87	25,236	41,933	4·01	65,549	45,258
XL	Lucknow-Bareilly section (Rohilkund and Kumaon)	1st half	26·55	1,017	5,287	10·86	3,059	6,627	4·01	6,061	5,100
		2nd half	26·73	1,068	5,382	11·49	2,975	6,059	4·01	5,606	4,523
		Total and average	26·64	2,085	10,669	11·17	6,034	12,686	4·01	11,667	9,623
XLI	Rajputana-Malwa	1st half	13·61	9,645	74,338	5·82	39,617	1,14,917	2·98	134,859	1,46,157
		2nd half	13·37	8,931	55,936	6·35	34,778	99,800	2·98	124,689	1,31,119
		Total and average	13·49	18,576	1,30,274	6·09	74,395	2,14,717	2·98	259,548	2,77,276
XLII	Pálanpur-Deesa	1st half	13·61	289	293	5·82	1,208	451	...	...	...
		2nd half	13·37	271	276	6·35	959	397	...	...	...
		Total and average	13·49	560	569	6·09	2,167	848	...	...	...
XLIII	Southern Mahratta	1st half	11·29	7,787	40,965	5·18	34,147	71,541	...	...	...
		2nd half	11·37	7,850	40,567	5·46	35,713	74,412	...	...	...
		Total and average	11·33	15,637	81,532	5·32	69,860	1,45,953	...	...	...
XLIV	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.								
		2nd half									
		Total and average									
XLV	Mysore section (Southern Mahratta).	1st half									
		2nd half									
		Total and average									
	TOTAL METRE GAUGE carried over	1st half	...	27,630	1,49,661	...	90,890	2,17,310	...	176,035	1,76,434
		2nd half	...	26,610	1,24,039	...	86,802	1,98,827	...	160,729	1,55,723
		Total and average.	...	54,240	2,73,700	...	1,77,692	4,16,137	...	336,764	3,32,157

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

GERS.

Fourth or Lowest class.			Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net Total.	1899.	Classification Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		R		R	R	R	R	R			
...	49,041,801	2,30,81,755	53,404,090	2,85,92,371	41,59,672	3,27,52,043	4,03,336	3,26,50,119	1st half		
...	48,148,186	2,31,18,905	52,183,204	2,84,54,050	48,20,863	3,32,74,913	4,28,425	3,31,98,637	2nd half		
...	97,189,987	4,62,00,720	105,587,294	5,70,46,421	89,80,535	6,60,26,956	9,21,761	6,58,48,756	Total and average.		
(b) 2·00	(b) 452,832	(b) 2,45,969	604,944	3,79,653	69,647	4,49,300	17,939	4,31,361	1st half	XXXI	(a) Third class by mail trains.
(b) 2·00	(b) 465,774	(b) 2,51,529	616,860	3,75,760	60,138	4,35,898	16,537	4,19,362	2nd half		
(b) 2·00	(b) 918,606	(b) 4,97,498	1,221,804	7,55,413	1,29,785	8,85,198	34,476	8,50,722	Total and average		
2·23	43,075	13,093	44,123	14,127	1,460	15,589	...	15,589	1st half	XXXII	(b) Third class by other than mail trains.
2·29	39,016	11,885	39,652	12,680	1,303	13,983	...	13,983	2nd half		
2·26	82,091	24,978	83,775	26,807	2,765	29,572	...	29,572	Total and average.		
2·23	76,875	13,216	78,954	14,081	1,261	15,342	...	15,342	1st half	XXXIII	
2·29	89,550	15,474	90,866	16,005	1,018	17,023	...	17,023	2nd half		
2·26	166,425	28,690	169,820	30,086	2,279	32,365	...	32,365	Total and average		
2·12	179,775	11,258	189,886	13,633	1,488	15,121	...	15,121	1st half	XXXIV	
2·10	283,029	19,221	294,417	21,838	1,837	23,675	...	23,675	2nd half		
2·11	462,804	30,479	484,303	35,471	3,325	38,796	...	38,796	Total and average		
								1,83,804	1st half	XXXVI	
								1,64,735	2nd half		
								3,48,539	Total and average.		
								18,951	1st half	XXXVII	
								21,086	2nd half		
								40,037	Total and average		
...	49,794,358	2,33,65,291	54,331,997?	2,90,13,865	42,33,530?	3,39,42,395?	5,11,275	3,33,30,287	1st half		
...	49,025,555	2,34,17,0[illegible]	[illegible]	2,88,80,333	48,85,159?	[illegible]	4,44,962?	3,38,58,499	2nd half		
...	98,819,913	4,67,82,305?	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	6,71,88,786	Total and average.		
2·00	3,558,814	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	...	14,22,475	1st half	XXXIX	
2·00	3,415,997	11,89,570?	[illegible]	[illegible]	[illegible]	[illegible]	...	13,28,120	2nd half		
2·00	6,974,811	24,41,512?	7,082,978?	25,79,359?	[illegible]	27,50,595	...	27,50,595	Total and average.		
2·19	500,464	1,76,928	510,601	1,93,942	15,569	2,09,511	...	2,09,511	1st half	XL	
2·21	450,553	1,53,217	460,202	1,69,181	16,280	1,85,461	...	1,85,461	2nd half		
2·20	951,017	3,30,145	970,803	3,63,123	31,849	3,94,972	...	3,94,972	Total and average.		
2·00	5,250,713	27,60,023	5,434,834	30,95,435	3,56,448	34,51,883	83,468	33,68,415	1st half	XLI	
2·00	4,508,305	24,58,898	4,676,703	27,45,753	3,99,642	31,45,395	93,455	30,51,940	2nd half		
2·00	9,759,018	52,18,921	10,111,537	58,41,188	7,56,090	65,97,278	1,76,923	64,20,355	Total and average		
2·00	47,897	8,003	49,394	8,747	1,277	10,024	...	10,024	1st half	XLII	
2·00	52,985	8,801	54,215	9,474	913	10,387	...	10,387	2nd half		
2·00	100,882	16,804	103,609	18,221	2,190	20,411	...	20,411	Total and average.		
2·00	1,513,984	7,00,029	1,555,918	8,12,535	1,68,289	9,80,824	2,78,795	7,02,029	1st half	XLIII	
2·00	1,653,023	7,27,995	1,696,586	8,42,974	1,60,990	10,03,964	3,16,360	6,87,604	2nd half		
2·00	3,167,007	14,28,024	3,252,504	16,55,509	3,29,479?	19,84,288	5,95,155	13,89,633	Total and average.		
								64,049	1st half	XLIV	
								77,238	2nd half		
								1,41,287	Total and average.		
								1,65,568	1st half	XLV	
								1,86,067	2nd half		
								3,51,635	Total and average.		
...	10,871,872	48,96,925	11,166,427	54,40,330	6,34,387	60,74,717	3,62,[illegible]63	59,42,071	1st half		
...	10,080,863	45,38,481	10,355,004	50,17,070	6,56,257	56,73,327	4,09,815	55,20,817	2nd half		
...	20,952,735	94,35,406	21,521,431	1,04,57,400	12,90,644	1,17,48,044	7,72,078	1,14,68,888	Total and average		

APPENDIX
STATISTICS OF INDIAN
DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract H of

PASSEN

Classification Number.	Railway.	1899.	First class. Average fare per mile.	First class. Number.	First class. Earnings.	Second class. Average fare per mile.	Second class. Number.	Second class. Earnings.	Third or Intermediate class. Average fare per mile.	Third or Intermediate class. Number.	Third or Intermediate class. Earnings.
	Metre gauge—*contd.*		Pies.		R	Pies.		R	Pies.		R
	Brought forward metre gauge.	1st half	...	27,630	1,49,661	...	90,890	2,17,310	...	176,035	1,76,434
		2nd half	...	26,610	1,24,039	...	86,802	1,98,827	...	160,729	1,55,723
		Total and average	...	54,240	2,73,700	...	177,692	4,16,137	...	336,764	3,32,157
XLVI	South Indian	1st half	11·64	11,593	39,854	5·92	48,256	75,600	...	...	...
		2nd half	11·66	11,036	37,318	5·78	47,021	73,179	...	...	...
		Total and average	11·65	22,629	77,172	5·85	95,277	1,48,779	...	...	...
XLVII	Máyavaram-Mutupet	1st half	11·64	[illegible]	199	5·92	2,896	1,416	...	...	...
		2nd half	[illegible]	[illegible]	[illegible]	5·78	3,015	1,484	...	...	...
		Total and average	[illegible]	[illegible]	[illegible]	5·85	5,911	2,900	...	...	...
XLVIII	Assam-Bengal	1st half	[illegible]	[illegible]	[illegible]	[illegible]	4,218	9,130	...	...	...
		2nd half	[illegible]	[illegible]	[illegible]	[illegible]	4,525	10,087	...	...	...
		Total and average	15·07	3,765	[illegible]	7·73	8,743	19,217	...	...	...
XLIX	Burma	1st half	13·56	15,678	54,038	6·52	120,368	1,09,513	3·69	54,684	66,002
		2nd half	14·11	14,614	52,701	6·41	118,362	98,343	3·71	31,987	35,443
		Total and average	13·84	30,292	1,06,739	6·46	238,730	2,07,856	3·70	86,671	1,01,446
LIII	Deoghur	1st half / 2nd half	Details not furnished.					...	...	...	...
		Total and average	...	...	...	...	...	...	...	...	...
LIV	Brahmaputra-Sultanpur.(a)	1st half	*18·00	49	86	*9·00	174	174	*4·00	1,371	588
		2nd half	*18·00	75	143	*9·00	276	277	*4·00	2,705	1,100
		Total and average	*18·00	124	229	*9·00	450	451	*4·00	4,076	1,688
LV	Mymensingh-Jamálpur-Jagannathganj.	1st half	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	*4·00	1,942	842
		2nd half	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	*4·00	2,538	913
		Total and average	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	*4·00	4,480	1,755
LVI	Rohilkund and Kumaon (Company's section).	1st half	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	...	...	...
		2nd half	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	...	...	...
		Total and average	20·64	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	...	...	...
LVII	Segowlie-Raxaul(b)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	*12·00		107	*6·00	60	33	*3·00	112	32
		Total and average	*12·00	115	107	*6·00	60	33	*3·00	112	32
LVIII	Bengal Dooars	1st half	*36·00	271	894	*21·00	863	1,532	*6·00	868	490
		2nd half	*36·00	262	744	*21·00	720	1,164	*6·00	668	368
		Total and average	*36·00	533	1,638	*21·00	1,583	2,696	*6·00	1,536	858
LIX	Dibru-Sadiya	1st half	*18·00	2,149	5,101	*9·00	1,450	1,865	...	...	...
		2nd half	*18·00	2,161	5,477	*9·00	1,414	2,091	...	...	...
		Total and average	*18·00	4,310	10,578	*9·00	2,864	3,956	...	...	...
LX	Ledo and Tikak-Margherita Colliery	1st half / 2nd half / Total and average	Open for goods traffic only.								
LXI	Ahmedabad-Parántij	1st half	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1,390	...	...	...
		2nd half	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	741	...	...	...
		Total and average	[illegible]	[illegible]	[illegible]	[illegible]	2,184	2,131	...	...	...
LXII	Nilgiri (c)	1st half	[illegible]	[illegible]	[illegible]	[illegible]	215	675	...	...	...
		2nd half	*76·00	[illegible]	[illegible]	*38·00	2,703	8,679	...	...	...
		Total and average	*76·00	1,519	11,447	*38·00	2,918	9,354	...	...	...
	Total metre gauge carried over	1st half	...	61,092	2,71,313	...	276,155	4,41,674	...	2,34,900	2,44,357
		2nd half (e)	...	59,884	2,53,396	...	271,473	4,19,381	...	1,98,739	1,93,579
		Total and average	...	120,976	5,24,709	...	547,628	8,61,055	...	4,33,639	4,37,936

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*continued.*

Revenue Accounts.] Half-year ended the 30th June and the 31st December 1899.

GERS.

Fourth or Lowest class. Average fare per mile.	Fourth or Lowest class. Number.	Fourth or Lowest class. Earnings.	Total. Number.	Total. Earnings.	Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
Pies.		R		R	R	R	R	R			
...	10,871,872	48,96,925	11,166,427	54,40,330	6,34,387	60,74,717	3,62,263	59,42,071	1st half		
...	10,080,863	45,38,481	10,355,004	50,17,070	6,56,257	56,73,327	4,09,815	55,20,817	2nd half		
...	20,952,735	94,35,406	21,521,431	1,04,57,400	12,90,644	1,17,48,044	7,72,078	1,14,68,888	Total and average.		
1·99	5,437,888	18,02,747	5,492,737	[illegible]	[illegible]	[illegible]	...	20,53,536	1st half	XLVI	
2·00	5,741,083	19,48,562	[illegible]	[illegible]	[illegible]	[illegible]	...	21,85,551	2nd half		
1·99	11,178,971	37,51,309	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	42,39,087	Total and average.		
1·99	551,113	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1st half	XLVII	
2·00	529,257	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2nd half		
1·99	1,080,370	1,72,547	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Total and average.		
3·00	784,267	4,67,910	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1st half	XLVIII	
3·00	625,777	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2nd half		
3·00	1,410,044	8,19,855	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	9,27,736	Total and average.		
2·58	5,252,977	21,10,236	[illegible]	23,30,790	[illegible]	[illegible]	15	24,40,983	1st half	XLIX	
2·74	4,445,930	15,75,185	4,610,893	17,61,672	1,05,576	18,67,248	171	18,67,077	2nd half		
2·66	9,698,907	36,85,421	10,054,600	41,01,462	2,06,784	43,08,246	186	43,08,060	Total and average.		
...	...	...	...	...	...	28,807	...	28,807	1st half / 2nd half	LIII	
...	...	...	...	...	...	28,807	...	28,807	Total and average.		
*2·50	21,178	5,588	22,772	6,436	200	6,636	...	6,636	1st half	LIV	
*2·50	45,006	11,836	48,062	13,355	614	13,969	...	13,969	2nd half		
*2·50	66,184	[illegible]	[illegible]	19,791	814	20,605	...	20,605	Total and average.		
*2·50	91,297	[illegible]	[illegible]	22,883	[illegible]	[illegible]	...	23,503	1st half	LV	(a) Open for traffic from the 1st April 1899.
*2·50	119,707	[illegible]	[illegible]	27,614	1,276	[illegible]	[illegible]	[illegible]	2nd half		
*2·50	211,004	[illegible]	[illegible]	50,497	1,896	[illegible]	[illegible]	[illegible]	Total and average.		
2·19	98,542	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	4	[illegible]	1st half	LVI	
2·21	90,125	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2nd half		
2·20	188,667	[illegible]	[illegible]	1,81,333	[illegible]	[illegible]	4	[illegible]	Total and average.		
...	...	...	...	...	...	...	...	...	1st half	LVII	
*2·00	11,492	1,818	11,779	1,990	357	2,347	...	2,347	2nd half		
*2·00	11,492	1,818	11,779	1,990	357	2,347	...	2,347	Total and average.		* Actual single journey fare.
*3·00	76,911	19,124	78,913	22,040	4,151	26,191	...	26,191	1st half	LVIII	(b) Open for traffic from the 1st March 1899.
*3·00	84,510	21,295	86,160	23,571	4,191	27,762	...	27,762	2nd half		
*3·00	161,421	40,419	165,073	45,611	8,342	53,953	...	53,953	Total and average.		
*4·00	120,997	50,629	124,596	57,595	10,820	68,415	...	68,415	1st half	LIX	
*4·00	115,717	50,697	119,292	58,265	12,083	70,348	...	70,348	2nd half		
*4·00	236,714	1,01,326	243,888	1,15,860	22,903	1,38,763	...	1,38,763	Total and average.		(c) Opened for traffic from the 15th June 1899.
									1st half / 2nd half / Total and average.	LX	(d) Information not given.
2·00	176,238	46,458	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	50,767	1st half	LXI	
2·00	165,362	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	46,469	2nd half		
2·00	341,600	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	97,236	Total and average.		
(d)...	3,093	1,286	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1st half	LXII	
*7·50	42,511	18,043	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	45,102	2nd half		
*7·50	45,604	19,331	50,041	[illegible]	[illegible]	[illegible]	[illegible]	48,689	Total and average.		
...	23,486,373	95,65,143	24,058,520	1,05,22,487	[illegible]	[illegible]	3,62,282	1,13,37,498	1st half		
...	22,097,340	87,28,000	22,627,436	95,94,356	[illegible]	[illegible]	4,09,986	1,04,56,829	2nd half		
...	45,583,713	1,82,93,143	46,685,956	2,01,16,843	19,28,023	2,20,73,673	7,72,268	2,17,94,327	(e) Total and average.		(e) Including the Dooghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract H of

PASSEN

Classification Number.	Railway.	1899.	First class: Average fare per mile.	First class: Number.	First class: Earnings.	Second class: Average fare per mile.	Second class: Number.	Second class: Earnings.	Third or Intermediate class: Average fare per mile.	Third or Intermediate class: Number.	Third or Intermediate class: Earnings.
	Metre Gauge—*concld*		Pies.		R	Pies.		R	Pies.		R
	Brought forward Metre Gauge	1st half	...	61,002	2,71,313	...	276,155	441,674	...	234,900	2,44,357
		2nd half (*a*)	...	59,884	2,53,396	...	271,473	419,381	...	198,739	1,93,579
		Total and average.	...	120,976	5,24,709	...	547,628	861,055	...	433,639	4,37,936
LXIII	The Gaekwar's Mehsána.	1st half	13·61	[illegible]	[illegible]	[illegible]	2,501	2,746	...	...	...
		2nd half	13·37	[illegible]	[illegible]	[illegible]	1,774	1,179	...	...	...
		Total and average	[illegible]	[illegible]	[illegible]	[illegible]	4,275	3,925	...	...	...
LXIV	Hyderabad-Godávari Valley (*b*)	1st half	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	...	...	...	...
		2nd half	*12·00	[illegible]	[illegible]	[illegible]	728	915	...	...	...
		Total and average	*12·00	[illegible]	[illegible]	[illegible]	728	915	...	...	...
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway.								
		2nd half									
		Total and average									
LXVI	Yesvantpur-Mysore frontier	1st half									
		2nd half									
		Total and average									
LXVII	Mysore-Nanjangúd	1st half									
		2nd half									
		Total and average									
LXVIII	Birur-Shimoga (*c*)	1st half									
		2nd half									
		Total and average									
LXXII	Jodhpur-Bikaner—Jodhpur section	1st half	18·00	583	4,699	6·00	3,277	7,573	...	...	...
		2nd half	18·00	421	3,195	6·00	2,594	6,114	...	...	...
		Total and average	18·00	1,004	7,894	6·00	5,871	13,687	...	...	...
	Bikaner section	1st half	18·00	164	800	6·00	643	890	...	...	...
		2nd half	18·00	74	342	6·00	356	467	...	...	...
		Total and average.	18·00	238	1,142	6·00	999	1,357	...	...	...
LXXIII	Udaipur-Chitor	1st half	18·00	532	1,364	9·00	737	1,533	3·00	1,109	789
		2nd half	18·00	219	1,398	9·00	595	1,608	3·00	769	736
		Total and average	18·00	751	2,762	9·00	1,332	3,141	3·00	1,878	1,525
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	10·95	2,775	9,741	5·43	22,275	31,580	...	...	...
		2nd half	11·07	2,110	6,348	5·46	17,059	21,877	4·00	1,374	1,456
		Total and average.	11·01	4,885	16,089	5·45	39,334	53,457	4·00	1,374	1,456
LXXV	Jetalsar-Rájkot	1st half	10·95	1,103	2,166	5·43	7,501	6,411	...	...	...
		2nd half	11·07	950	1,821	5·46	6,209	5,012	4·00	88	57
		Total and average.	11·01	2,053	3,987	5·45	13,710	11,423	4·00	88	57
LXXVI	Jámnagar	1st half	10·95	256	714	5·43	3,458	4,486	...	...	...
		2nd half	11·07	228	576	5·46	2,771	3,433	4·00	82	76
		Total and average.	[illegible]	[illegible]	[illegible]	5·45	[illegible]	7,919	4·00	82	76
LXXVII	Dhrángadhrá	1st half	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	537	...	...	...
		2nd half	[illegible]	[illegible]	[illegible]	[illegible]	577	333	4·00	3	1
		Total and average.	11·01	[illegible]	381	5·45	1,539	870	4·00	3	1
	Total metre gauge	1st half	...	67,123	2,91,914	...	317,509	4,97,430	...	236,009	2,45,146
		2nd half (*a*)	...	64,723	2,68,416	...	304,136	4,60,319	...	201,055	1,95,905
		Total and average.	...	131,846	5,60,330	...	621,645	9,57,749	...	437,064	4,41,051

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

GERS.

Fourth or Lowest class.			Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net Total.	1899.	Classification Number.	Remarks.
Average fare per mile.	Number	Earnings.	Number.	Earnings.							
Pies.		R		R	R	R	R	R			
...	23,486,373	95,65,143	24,058,520	1,05,22,487	9,47,676	1,14,70,163	3,62,282	1,13,37,498	1st half		
...	22,097,340	87,28,000	22,627,436	95,94,356	9,80,347	1,06,03,510	4,09,980	1,04,56,829	2nd half (a).		
...	45,583,713	1,82,93,143	46,685,956	2,01,16,483	19,28,023	2,20,73,673	7,72,268	2,17,94,327	Total and average		(a) Including the Deoghur railway, for which yearly figures are shown.
2·00	330,951	81,599	333,877	85,256	6,521	91,777	...	91,777	1st half	LXIII	
2·00	302,106	68,212	304,442	70,084	4,524	74,608	...	74,608	2nd half		
2·00	633,057	1,49,811	638,319	1,55,340	11,045	1,66,385	...	1,66,385	Total and average.		
...	...	...	...					...	1st half	XIV	
*2·00	17,891	8,026	18,732	9,413	586	9,999		9,999	2nd half		* Actual single journey fare; (b) Opened from the 21st October 1899.
*2·00	17,891	8,026	18,732	9,413	586	9,999		9,999	Total and average.		
								19,764	1st half	LXV	
								14,372	2nd half		
								34,136	Total and average.		
								25,573	1st half	LXVI	
								30,279	2nd half		
								55,852	Total and average.		
								3,841	1st half	LXVII	
								5,314	2nd half		
								9,155	Total and average.		
								..	1st half	LXVIII	(c) Opened for traffic from the 1st December 1899.
								3,089	2nd half		
								3,089	Total and average.		
2·00	392,268	2,34,152	396,128	2,46,424	26,470	2,72,894	...	2,72,894	1st half	LXXII	
2·00	370,066	2,17,524	373,081	2,26,833	28,162	2,54,995	...	2,54,995	2nd half		
2·00	762,334	4,51,676	769,209	4,73,257	54,632	5,27,889	...	5,27,889	Total and average.		
2·00	60,534	23,814	61,341	25,504	3,014	28,518	...	28,518	[illegible]	[illegible]	
2·00	46,207	17,700	46,637	18,509	2,499	21,008	...	21,008	[illegible]		
2·00	106,741	41,514	107,978	44,013	5,513	49,526	...	49,526	[illegible]		
1·99	102,280	45,369	104,658	49,055	3,863	52,918	...	52,918	1st half	LXXIII	
1·99	83,934	37,745	85,517	41,487	3,464	44,951	...	44,951	2nd half		
1·99	186,214	83,114	190,175	90,542	7,327	97,869	...	97,869	Total and average.		
2·75	755,200	3,92,152	780,250	4,33,473	33,188	4,66,661	30	4,66,631	1st half	LXXIV	
2·75	576,405	2,96,558	596,918	3,26,239	25,989	3,52,228	42	3,52,186	2nd half		
2·75	1,331,605	6,88,710	1,377,198	7,59,712	59,177	8,18,889	72	8,18,817	Total and average.		
2·75	150,840	61,496	159,444	70,073	6,511	76,584	17	76,567	1st half	LXXV	
2·75	118,852	47,146	126,099	54,036	5,273	59,309	...	59,309	2nd half		
2·75	269,692	1,08,642	285,543	1,24,109	11,784	1,35,893	17	1,35,876	Total and average.		
2·75	71,676	39,834	75,390	45,034	3,883	48,917	...	48,917	1st half	LXXVI	
2·75	60,556	31,679	63,637	35,764	3,724	39,488	...	39,488	2nd half		
2·75	132,232	71,513	139,027	80,798	[illegible]	88,405	...	88,405	Total and average.		
2·75	45,293	12,095	46,448	[illegible]	[illegible]	13,847	...	13,847	1st half	LXXVII	
2·75	34,132	9,134	34,874	9,643	[illegible]	10,460	...	10,460	2nd half		
2·75	79,425	21,229	81,322	22,481	1,826	24,307	...	24,307	Total and average.		
...	25,395,415	1,04,55,654	26,016,056	1,14,90,144	10,32,135	1,25,22,279	3,62,329	1,24,38,745	1st half		
...	23,707,489	94,61,724	24,277,403	1,03,86,364	10,55,385	1,14,70,556	4,10,028	1,13,76,877	2nd half (a)		
...	49,102,904	1,99,17,378	50,293,459	2,18,76,508	20,87,520	2,39,92,835	7,72,357	2,38,15,632	Total and average.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract H of

PASSEN

Classification Number.	Railway.	1899.	First class. Average fare per mile.	First class. Number.	First class. Earnings.	Second class. Average fare per mile.	Second class. Number.	Second class. Earnings.	Third or Intermediate class. Average fare per mile.	Third or Intermediate class. Number.	Third or Intermediate class. Earnings.
			Pies.		R	Pies		R	Pies.		R
	Special gauges.										
LXXXIII	Jorhát (2′ 0″)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
LXXXIV	Cherra-Companyganj (2′ 6″) (a).	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
LXXXVI	Darjeeling-Himalayan (2′ 0″).	1st half	*72·00	2,319	29,740	*36·00	5,780	35,871	...	...	...
		2nd half	*72·00	1,839	22,179	*36·00	6,014	33,720	...	...	...
		Total and average.	*72·00	4,158	51,919	*36·00	11,794	69,591	...	...	...
LXXXVII	Bársi Light (2′ 6″)	1st half	...	...	...	*(b)24·00	(b)319	(b)846	...	...	...
		2nd half	...	...	...	*(b)24·00	(b)359	(b)889	...	...	...
		Total and average.	...	...	...	*(b)24·00	(b)678	(b)1,735	...	...	...
LXXXVIII	Howrah-Amta (2′ 0″)	1st half	...	309	455	...	...	...	...	15,226	6,386
		2nd half	...	260	335	...	...	...	...	13,256	5,398
		Total and average.	...	569	790	...	...	...	...	28,482	11,784
LXXXIX	Howrah-Sheakhalla (2′ 0″).	1st half	...	285	290	...	...	...	...	7,185	2,097
		2nd half	...	236	251	...	...	...	...	6,770	2,044
		Total and average.	...	521	541	...	...	...	...	13,955	4,141
XC	Ránaghat-Krishnagar (2′ 6″) (d).	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
XCI	Tárakeshwar-Magra (2′ 6″).	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
XCII	Tezpore-Bálipára (2′ 6″)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
XCIV	Gwalior Light (2′ 0″) (e)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
XCV	The Gaekwar's Dabhoi (2′ 0″)	1st half	...	...	...	*(b)9·00	(b)4,172	(b)3,091	...	...	...
		2nd half	...	...	...	*(b)9·00	(b)2,543	(b)2,068	...	...	...
		Total and average.	...	...	...	*(b)9·00	(b) 6,715	(b) 5,159	...	...	...
XCVI	Rajpipla (2′ 6″)	1st half	...	...	...	*(b) 9·00	(b) 318	(b) 190	...	...	...
		2nd half	...	...	...	*(b) 9·00	(b)344	(b)338	...	...	...
		Total and average.	...	...	...	*(b) 9·00	(b) 662	(b) 537	...	...	...
XCVIII	Cooch Behar (2′ 6″)	1st half	*24·00	230	532	*12·00	571	607	*6·00	1,386	687
		2nd half	*24·00	138	314	*12·00	505	521	*6·00	1,361	755
		Total and average.	*24·00	368	846	*12·00	1,076	1,128	*6·00	2,747	1,442
XCIX	Morvi (2′ 6″)	1st half	*12·00	1,149	4,557	*6·00	5,220	10,757	...	...	...
		2nd half	*12·00	728	[illegible]	*6·00	4,079	8,551	...	...	...
		Total and average.	*12·00	1,877	7,790	*6·00	9,299	19,308	...	...	...
	Total special gauges	1st half	...	4,292	35,574	...	16,380	51,371	...	23,797	9,170
		2nd half	...	3,201	26,312	...	13,844	46,087	...	21,387	8,197
		Total and average.	...	7,493	61,886	...	30,224	97,458	...	45,184	17,367
	Total of all gauges for the year.	...	...	662,689	31,89,595	...	3,932,321	48,24,640	...	5,405,529	52,33,438

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

GERS. Fourth or lowest class. Average fare per mile.	Fourth or lowest class. Number.	Fourth or lowest class. Earnings.	Total. Number.	Total. Earnings.	Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
Pies.		R		R	R	R	R	R			
... ...	... ...	... ...	... ...	... ...	... ...	6,251 6,027	... ...	6,251 6,027	1st half 2nd half	LXXXIII	
...	...	...	...	...	...	12,278	...	12,278	Total and average		
... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	1st half 2nd half	LXXXIV	
...	...	...	...	...	...	...	...	...	Total and average.		
*15·00 *15·00	23,380 21,388	43,804 40,807	31,488 29,241	1,09,415 96,706	32,070 38,560	1,41,485 1,35,266	... ...	1,41,485 1,35,266	1st half 2nd half	LXXXVI	
*15·00	44,777	84,611	60,729	2,06,121	70,630	2,76,751	...	2,76,751	Total and average.		*Actual single journey fare.
(c)*3·00 (c)*3·00	(c) 28,928 (c) 25,081	(c) 9,281 (c) 8,001	29,247 25,440	10,127 8,890	1,055 848	11,182 9,738	... ...	11,182 9,738	1st half 2nd half	LXXXVII	(a) Closed for traffic from 28th March 1899.
(c)*3·00	(c) 54,009	(c) 17,282	54,687	19,017	1,903	20,920	...	20,920	Total and average.		(b) Upper class. (c) Lower class.
... ...	377,013 360,445	1,16,614 1,09,152	392,548 373,961	1,23,455 1,14,885	696 616	1,24,151 1,15,501	... ...	1,24,151 1,15,501	1st half 2nd half	LXXXVIII	(d) Opened for traffic from the 5th April 1899.
...	737,458	2,25,766	766,509	2,38,340	1,312	2,39,652	...	2,39,652	Total and average.		
... ...	141,445 134,334	32,804 31,200	148,915 141,340	35,191 33,495	378 349	35,509 33,844	... ...	35,509 33,844	1st half 2nd half	LXXXIX	(e) Opened for traffic from the 2nd December 1899.
...	275,779	64,004	290,255	68,686	727	69,413	...	69,413	Total and average.		
... ...	... ...	... ...	... ...	... ...	... ...	15,258 29,881	... ...	15,258 29,881	1st half 2nd half	XC	
...	...	...	...	...	...	45,139	...	45,139	Total and average.		
... ...	... ...	... ...	... ...	... ...	... ...	29,991 28,687	... ...	29,991 28,687	1st half 2nd half	XCI	
...	...	...	...	...	...	58,678	...	58,678	Total and average.		
... ...	... ...	... ...	... ...	... ...	... ...	17,996 18,665	... ...	17,996 18,665	1st half 2nd half	XCII	
...	...	...	...	...	...	36,661	...	36,661	Total and average.		
... ...	... ...	... ...	... ...	... ...	... ...	... 2,216	... ...	... 2,216	1st half 2nd half	XCIV	
...	...	...	...	...	...	2,216	...	2,216	Total and average.		
(c)*3·00 (c)*3·00	(c)165,255 (c)176,240	( ) 43,938 (c) 48,343	169,427 178,783	47,029 50,411	3,480 2,567	50,509 52,978	... ...	50,509 52,978	1st half 2nd half	XCV	
(c)*3·00	(c)341,495	(c) 92,281	348,210	97,440	6,047	1,03,487	...	1,03,487	Total and average.		
(c)*3·00 (c)*3·00	(c) 17,650 (c) 22,861	(c) 4,202 (c) 5,954	17,968 23,205	4,401 6,292	243 226	4,644 6,518	... ...	4,644 6,518	1st half 2nd half	XCVI	
(c)*3·00	(c) 40,511	(c) 10,156	41,173	10,693	469	11,162	...	11,162	Total and average.		
*4·00 *4·00	40,422 53,251	12,178 16,226	42,609 55,255	14,004 17,816	1,867 1,493	15,871 19,309	... ...	15,871 19,309	1st half 2nd half	XCVIII	
*4·00	93,673	28,404	97,864	31,820	3,360	35,180	...	35,180	Total and average.		
*3·00 *3·00	148,140 133,018	1,00,907 91,299	154,509 137,825	1,16,221 1,03,083	14,103 11,991	1,30,324 1,15,074	... ...	1,30,324 1,15,074	1st half 2nd half	XCIX	
*3·00	281,158	1,92,206	292,334	2,19,304	26,094	2,45,398	...	2,45,398	Total and average.		
... ...	942,242 926,618	3,63,728 3,50,982	986,711 965,050	4,59,843 4,31,578	53,892 56,650	5,83,231 5,73,704	... ...	5,83,231 5,73,704	1st half 2nd half		
...	1,868,860	7,14,710	1,951,761	8,91,421	110,542	11,56,935	...	11,56,935	Total and average.		
...	149,791,677	6,74,14,453	159,792,216	8,06,62,127	1,13,16,751	9,21,62,657	17,28,593	9,21,61,355			

APPENDIX
STATISTICS OF INDIAN
DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract I of

Classification Number.	Railway	1899.	General Merchandise. Ton-miles.	General Merchandise. Earnings.	Military Stores. Ton-miles.	Military Stores. Earnings.	Railway Materials for Construction and Revenue Stores. Ton-miles.	Railway Materials for Construction and Revenue Stores. Earnings.
				R		R		R
	STANDARD GAUGE.							
I	East Indian	1st half	462,575,069	1,43,21,161	1,036,443	1,73,090	30,340,704	3,50,858
		2nd half	458,559,968	1,44,66,127	1,026,370	1,77,044	32,367,933	3,92,043
		Total	921,135,937	2,87,87,288	3,262,813	3,50,134	62,708,637	7,42,901
II	Bengal Central	1st half	3,036,904	97,855	144	90	295,318	3,768
		2nd half	5,318,228	2,04,585	165	109	21,002	268
		Total	8,355,132	3,02,440	309	205	316,320	4,036
III	Bengal-Nágpur	1st half	69,945,162	28,03,833	30,752	2,559	11,811,772	1,23,589
		2nd half	81,172,920	24,90,798	23,746	2,752	17,530,715	1,45,350
		Total	151,118,082	52,94,631	54,498	5,311	29,342,487	2,68,939
IV	Indian Midland	1st half	67,448,480	23,28,390	214,423	10,267	4,480,563	73,999
		2nd half	63,466,877	24,10,480	489,024	30,380	2,658,109	44,948
		Total	130,915,357	47,38,870	703,447	40,647	7,144,672	1,18,947
VI	Godhra-Rutlam-Nágdá	1st half / 2nd half / Total	Included with the Rajputana-Malwa railway					
IX	Bezwada extension (East Coast State).	1st half / 2nd half / Total	Included with the Nizam's Guaranteed State railway					
	Washermenpet-Ennúr section (Bezwada-Madras).	1st half	101,952	10,909	779	82	11,630	289
		2nd half	Included with East Coast State railway.			...	...	...
		Total	101,952	10,909	779	82	11,630	289
XI	North Western State	1st half	409,959,876	1,17,81,118	1,875,218	2,06,064	47,904,191	6,15,978
		2nd half	328,113,271	96,27,834	2,829,680	2,42,396	42,345,267	5,26,562
		Total	738,073,147	2,14,08,952	4,704,898	4,48,460	90,249,458	11,42,540
XII	Hyderabad-Shadipalli	1st half / 2nd half / Total	Included with the North Western State railway.					
XIII	Oudh and Rohilkhand State(a).	1st half	94,286,909	28,27,318	185,985	15,308	8,919,409	1,37,175
		2nd half	73,237,824	23,65,187	116,630	10,821	6,787,528	1,00,356
		Total	167,524,733	51,92,505	302,615	26,129	15,706,937	2,37,531
XIV	Eastern Bengal State(b)	1st half	63,629,686	29,10,972	2,598	370	14,253,853	1,81,885
		2nd half	108,741,590	55,83,730	5,643	695	11,300,410	1,44,199
		Total	172,371,276	84,94,702	8,241	1,065	25,554,263	3,26,084
XV	Calcutta Port Commissioners'.	1st half / 2nd half	Details not furnished.		...	...	...	...
		Total	...	...	...	...	...	...
XVI	East Coast State	1st half	26,050,744	7,68,588	725	52	12,126,441	1,54,738
		2nd half	28,428,804	6,68,778	33,542	3,232	4,924,820	62,929
		Total	54,479,548	14,37,366	34,267	3,284	17,051,261	2,17,667
XVII	Great Indian Peninsula	1st half	368,483,784	1,51,89,656	763,605	84,663	20,096,044	2,29,083
		2nd half	265,177,060	1,02,15,473	1,284,144	1,18,751	19,140,613	1,99,381
		Total	633,660,844	2,54,05,129	2,047,749	2,03,414	39,236,657	4,29,064
XVIII	Bombay, Baroda and Central India.	1st half	130,262,716	58,84,267	69,512	8,897	11,821,548	2,11,942
		2nd half	120,429,947	52,20,854	180,024	12,676	7,530,617	1,07,169
		Total	250,692,663	1,11,05,121	249,536	21,573	19,352,165	3,19,111
XIX	Madras	1st half	56,503,601	26,84,043	177,071	22,972	2,685,453	58,751
		2nd half	63,824,781	31,37,132	231,107	36,818	3,214,604	73,325
		Total	120,328,382	58,21,175	408,178	59,790	5,900,057	1,32,076
XXIII	Southern Punjab (Delhi-Samásata).	1st half / 2nd half / Total	Included with the North Western State railway.					
XXV	Tápti Valley	1st half	273,408	21,223	...	...	528,671	7,489
		2nd half	2,380,317	1,03,870	...	...	970,249	13,745
		Total	2,653,725	125,093	...	...	1,498,920	21,234
XXXI	The Nizam's Guaranteed State.	1st half	19,485,248	8,58,745	67,171	8,299	4,122,836	77,137
		2nd half	27,684,752	11,33,574	139,462	12,141	2,830,996	39,471
		Total	47,170,000	19,92,319	206,633	20,440	6,953,832	1,16,608
XXXII	Nágdá-Ujjain	1st half	842,155	48,454	...	...	...	...
		2nd half	1,239,353	65,642	...	...	3,829	54
		Total	2,081,508	1,14,096	...	...	3,829	54
XXXIII	The Gaekwar's Petlád	1st half	180,837	16,516	...	...	...	...
		2nd half	175,122	16,946	...	...	132	2
		Total	355,959	33,462	...	...	132	2
	Total Standard Gauge carried over.	1st half	1,773,667,431	[illegible]	5,024,426	5,32,719	169,404,433	22,27,281
		2nd half	1,627,050,814	[illegible]	6,959,537	6,47,815	151,626,824	18,49,802
		Total	3,401,018,245	12,02,04,058	11,983,963	11,80,534	321,031,257	40,77,083

A—continued.

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Coal. Ton-miles.	Coal. Earnings.	Miscellaneous.	Total.	Deductions.	Net total.	1897.	Classification Number.	Remarks.
	R	R	R	R	R			
419,640,665	72,35,221	73,018	2,21,53,948	22,362	2,21,31,586	1st half	I	
444,120,855	73,07,595	2,80,771	2,26,23,580	28,990	2,25,94,590	2nd half		
863,761,520	1,45,42,816	3,54,389	4,47,77,528	51,352	4,47,26,176	Total		
489,403	11,124	3,158	1,16,001	...	1,16,001	1st half	II	
756,962	12,480	4,895	2,22,337	...	2,22,337	2nd half		
1,246,365	23,604	8,053	3,38,338	.	3,38,338	Total		
26,140,305	4,04,988	9,926	33,44,895	107	33,44,788	1st half	III	
21,891,133	3,71,551	8,395	30,18,846	7	30,18,830	2nd half		
48,031,438	7,76,539	18,321	63,63,741	114	63,63,627	Total		
12,577,386	1,68,236	10,196	25,91,088	...	25,91,088	1st half	IV	
6,444,195	85,110	12,405	25,83,323	...	25,83,323	2nd half		
19,021,581	2,53,346	22,601	51,74,411	...	51,74,411	Total		
					6,49,425	1st half	VI	
					4,41,077	2nd half		
					10,91,102	Total		
					71,025	1st half	IX	
					1,13,201	2nd half		
					1,84,310	Total		
155,589	7,496	732	19 508	...	19,508	1st half		
				...		2nd half		
155,589	7,496	732	19,508	...	19,508	Total		
26,403,926	3,47,243	2,17,559	1,31,67,962	6,91,528	1,24,76,434	1st half	XI	
18,765,018	2,05,884	1,69,404	1,08,32,081	7,05,225	1,01,26,850	2nd half		
45,168,944	6,13,127	3,86,964	2,40,00,043	13,96,753	2,26,03,290	Total		
					60,199	1st half	XII	
					66,322	2nd half		
					1,26,521	Total		
12,971,218	1,87,800	23,927	31,91,528	360	31,91,168	1st half	XIII	(a) Including the Cawnpore-Burhwal railway (metre gauge link).
6,792,087	1,01,847	20,316	25,98,527	199	25,98,328	2nd half		
19,763,305	2,89,647	44,243	57,90,055	559	57,89,496	Total		
8,969,019	1,57,376	25,624	32,76,227	..	32,76,227	1st half	XIV	(b) Including the metre and special gauge sections of the undertaking.
8,113,548	1,44,313	55,043	59,28,580	...	59,28,580	2nd half		
17,082,567	3,01,689	81,267	92,04,807	...	92,04,807	Total		
...	...	...	1,94,105	...	1,94,105	1st half	XV	
			1,89,098	...	1,89,098	2nd half		
...	...	...	3,83,203	...	3,83,203	Total		
8,846,934	1,53,963	7,741	10,85,082	...	10,85,082	1st half	XVI*	
12,775,383	2,22,022	11,972	9,68,933	...	9,68,933	2nd half		
21,622,317	3,75,985	19,713	20,54,015	...	20,54,015	Total		
36,773,744	4,00,701	1,30,099	1,60,94,802	...	1,60,94,802	1st half	XVII	
32,971,274	4,01,697	1,85,761	1,11,21,063	...	1,11,21,063	2nd half		
69,745,018	8,02,398	3,15,860	2,72,15,865	...	2,72,15,865	Total		
21,491,224	3,16,050	1,60,921	65,82,077	6	65,82,071	1st half	XVIII	
11,535,541	1,68,351	2,60,382	57,69,432	30	57,69,402	2nd half		
33,026,765	4,84,401	4,21,303	1,23,51,509	30	1,23,51,473	Total		
11,659,585	2,57,398	34,790	30,57,054	...	30,57,054	1st half	XIX	
18,731,561	4,06,834	34,907	36,89,016	...	36,89,016	2nd half		
30,391,146	6,64,232	69,697	67,46,970	...	67,46,970	Total		
					4,02,081	1st half	XXIII	
					4,73,967	2nd half		
					[illegible]	Total		
524	34	71	28,817	...	28,817	1st half	XXV	
57,166	815	4,093	1,22,523	...	1,22,523	2nd half		
57,690	849	4,164	1,51,340	...	1,51,340	Total		
31,570,048	6,03,892	6,795	15,54,868	71,025	14,83,843	1st half	XXXI	
35,221,650	6,76,166	5,431	18,66,783	1,13,291	17,53,492	2nd half		
66,791,698	12,80,058	12,226	34,21,651	1,84,316	32,37,335	Total		
147,810	1,852	284	50,590	...	50,590	1st half	XXXII	
2,341	30	262	65,988	...	65,988	2nd half		
150,151	1,882	546	1,16,578	...	1,16,578	Total		
2,974	42	221	16,779	...	16,779	1st half	XXXIII	
...	...	830	17,778	...	17,778	2nd half		
2,074	42	1,051	34,557	...	34,557	Total		
617,840,354	1,03,13,416	7,05,662	7,65,26,231	7,85,388	7,69,83,573	1st half		
618,178,714	1,01,64,695	10,55,468	7,16,17,888	8,47,742	7,18,05,403	2nd half		
1,236,019,068	2,04,78,111	17,61,130	14,81,44,119	16,33,130	14,88,48,076	Total		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract I of

Classification Number.	Railway.	1899.	General merchandise. Ton-miles.	General merchandise. Earnings.	Military stores. Ton-miles.	Military stores. Earnings.	Railway materials for construction and revenue stores. Ton-miles.	Railway materials for construction and revenue stores. Earnings.
	STANDARD GAUGE—concld.			R		R		R
	Brought forward STANDARD GAUGE.	1st half	1,773,067,431	6,25,53,048	5,024,426	5,32,719	169,404,433	22,27,281
		2nd half	1,627,950,814	5,77,11,010	6,959,537	6,47,815	151,626,824	18,49,802
		Total	3,401,018,245	12,02,64,058	11,983,963	11,80,534	321,031,257	40,77,083
XXXIV	Kolar Gold-fields	1st half	249,781	22,918	...	...	8,543	217
		2nd half	297,312	22,947	...	...	19,321	551
		Total	547,093	45,865	...	...	27,864	768
XXXVI	Rájpura-Bhátinda	1st half	Included with the North Western State railway.					
		2nd half						
		Total						
XXXVII	Jammu and Kashmir (Native state section).	1st half						
		2nd half						
		Total						
	TOTAL STANDARD GAUGE	1st half	1,773,317,212	6,25,75,966	5,024,426	5,32,719	169,412,976	22,27,498
		2nd half	1,628,248,126	5,77,33,957	6,959,537	6,47,815	151,646,145	18,50,353
		Total	3,401,565,338	12,03,09,923	11,983,963	11,80,534	321,059,121	40,77,851
	METRE GAUGE.							
XXXIX	Bengal and North-Western— Tirhoot section Company's section	1st half	67,707,374	20,74,999	3,543	47	8,553,718	1,12,799
		2nd half	52,464,094	16,02,327	63	7	7,290,849	93,291
		Total	120,171,468	36,77,326	3,606	54	15,844,567	2,06,090
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	11,375,993	4,06,406	2,575	218	644,350	8,221
		2nd half	11,045,999	3,51,565	4,338	405	669,001	8,536
		Total	22,421,992	7,57,971	6,913	623	1,313,351	16,757
XLI	Rajputana-Malwa	1st half	214,103,401	83,57,443	319,855	34,686	9,416,901	1,46,536
		2nd half	271,579,678	97,04,919	586,711	54,491	7,518,694	1,15,971
		Total	485,683,079	1,80,62,362	906,566	89,177	16,935,595	2,62,507
XLII	Pálanpur-Deesa	1st half	150,670	10,843	866	94	428	6
		2nd half	156,226	12,049	14,032	785	604	9
		Total	306,896	22,892	14,898	879	1,032	15
XLIII	Southern Mahratta	1st half	66,813,984	24,65,568	52,031	4,985	6,427,402	79,458
		2nd half	72,153,290	25,36,015	45,557	4,994	4,421,737	48,554
		Total	138,967,274	50,01,583	97,588	9,979	10,849,139	1,28,012
XLIV	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.					
		2nd half						
		Total						
XLV	Mysore section (Southern Mahratta).	1st half						
		2nd half						
		Total						
XLVI	South Indian	1st half	40,491,691	19,89,482	15,613	1,783	2,778,131	36,499
		2nd half	39,023,121	19,29,157	12,055	1,523	2,900,470	37,887
		Total	79,514,812	39,18,639	27,668	3,306	5,678,601	74,386
XLVII	Máyavaram-Mutupet	1st half	545,445	26,536	17	2	232,678	2,944
		2nd half	545,553	26,538	186	23	226,597	2,070
		Total	1,090,998	53,074	203	25	459,275	5,014
XLVIII	Assam-Bengal	1st half	3,477,938	1,70,310	5,783	677	10,972,279	95,063
		2nd half	5,723,150	2,48,320	7,869	931	10,986,599	81,571
		Total	9,201,088	4,18,630	13,652	1,608	21,958,878	1,76,634
XLIX	Burma	1st half	51,229,241	19,72,668	96,019	7,852	12,837,957	1,41,447
		2nd half	41,858,013	18,40,373	87,495	7,298	12,709,282	1,29,942
		Total	93,087,254	38,13,041	183,514	15,150	25,547,239	2,71,389
LIII	Deoghur	1st half	Details not furnished		...	...	...	...
		2nd half						
		Total						
LIV	Brahmaputra-Sultanpur (a).	1st half	57,062	3,738	...	...	6,024	77
		2nd half	120,151	10,834	...	...	22,883	292
		Total	177,213	14,572	...	...	28,907	369
LV	Mymensingh-Jamalpur Jagannathganj	1st half	64,408	4,674	98	9	61,136	780
		2nd half	118,088	7,876	...	...	2,546	33
		Total	182,496	12,550	98	9	63,682	813
LVI	Rohilkund and Kumaon (Company's section)	1st half	969,148	63,777	5,826	731	128,017	1,033
		2nd half	642,966	42,742	5,361	602	112,792	1,439
		Total	1,612,114	1,06,519	11,187	1,333	240,809	3,072
LVII	Segowlie-Raxaul (b)	1st half	...	...	...	...	...	...
		2nd half	56,745	2,474	...	...	1,088	145
		Total	56,745	2,474	...	...	1,088	145
LVIII	Bengal Dooars	1st half	209,944	55,654	...	...	51,105	1,167
		2nd half	401,387	1,27,962	...	...	123,501	6,882
		Total	611,331	1,83,616	...	...	174,606	8,049
	TOTAL METRE GAUGE carried over	1st half	457,196,299	1,76,02,098	502,226	51,084	52,110,186	6,26,630
		2nd half	495,888,461	1,84,43,151	763,667	71,059	46,986,643	5,27,222
		Total(c)	953,084,760	3,60,45,249	1,265,893	1,22,143	99,096,829	11,53,852

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC—*continued.*

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Coal. Ton-miles.	Coal. Earnings.	Miscellaneous.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
	R	R	R	R	R			
617,840,354	1,03,13,416	7,05,662	7,65,26,231	7,85,388	7,69,83,573	1st half		
618,178,714	1,01,64,695	10,55,468	7,16,17,888	8,47,742	7,18,05,403	2nd half		
1,236,019,068	2,04,78,111	17,61,130	14,81,44,119	16,33,130	14,88,48,976	Total.		
480,307	33,938	370	57,443	...	57,443	1st half	XXXIV	
801,986	56,906	470	80,874	...	80,874	2nd half		
1,282,293	90,844	840	1,38,317	...	1,38,317	Total.		
					1,62,696	1st half	XXXVI	
					1,60,459	2nd half		
					3,23,155	Total.		
					6,552	1st half	XXXVII	
					4,477	2nd half		
					11,029	Total.		
618,320,661	1,03,47,354	7,06,032	7,65,83,674	7,85,388	7,72,10,264	1st half		
618,980,700	1,02,21,601	10,55,938	7,16,98,762	8,47,742	7,21,11,213	2nd half		
1,237,301,361	2,05,68,955	17,61,970	14,82,82,436	16,33,130	14,93,21,477	Total.		
6,731,647	1,07,559	29,466	23,24,870	...	23,24,870	1st half	XXXIX	
7,181,059	95,250	20,552	18,11,427	...	18,11,427	2nd half		
13,912,706	2,02,809	50,018	41,36,297	...	41,36,297	Total.		
25,640	344	5,205	4,20,394	123	4,20,271	1st half	XL	
11,075	203	2,124	3,62,833	...	3,62,833	2nd half		
36,715	547	7,329	7,83,227	123	7,83,104	Total.		
11,796,347	1,80,654	1,03,737	88,23,056	6,49,425	81,73,631	1st half	XLI	
15,915,890	2,39,651	64,823	1,01,79,855	4,41,677	97,38,178	2nd half		
27,712,237	4,20,305	1,68,650	1,90,02,911	10,91,102	1,79,11,809	Total.		
119	2	138	11,083	...	11,083	1st half	XLII	
291	4	185	13,032	...	13,032	2nd half		
410	6	323	24,115	...	24,115	Total.		
4,439,862	66,367	16,957	26,33,335	5,41,650	20,91,685	1st half	XLIII	
12,624,977	1,87,960	13,336	27,90,859	5,36,662	22,54,197	2nd half		
17,064,839	2,54,327	30,293	54,24,194	10,78,312	43,45,882	Total.		
					1,14,879	1st half	XLIV	
					1,17,123	2nd half		
					2,32,002	Total.		
					3,36,644	1st half	XLV	
					3,45,632	2nd half		
					6,82,276	Total.		
2,099,700	32,933	13,548	20,74,245	...	20,74,245	1st half	XLVI	
2,841,948	51,631	14,046	20,34,244	...	20,34,244	2nd half		
4,941,648	84,564	27,594	41,08,489	...	41,08,489	Total.		
40,754	592	266	30,340	...	30,340	1st half	XLVII	
32,270	460	209	29,900	...	29,900	2nd half		
73,024	1,052	475	60,240	...	60,240	Total.		
1,258,415	18,995	3,264	2,88,309	...	2,88,309	1st half	XLVIII	
1,449,079	24,054	4,180	3,59,056	...	3,59,056	2nd half		
2,707,494	43,049	7,444	6,47,365	...	6,47,365	Total.		
2,335,350	32,148	83,261	22,37,376	3,436	22,33,940	1st half	XLIX	
2,995,135	42,047	46,709	20,66,369	299	20,66,070	2nd half		
5,330,485	74,195	1,29,970	43,03,745	3,735	43,00,010	Total.		
...	...	...	4,261	...	4,261	1st half / 2nd half	LIII	
			4,261	...	4,261	Total.		
3,125	116	30	3,961	...	3,961	1st half	LIV	(a) Opened for traffic from the 1st April 1899.
7,973	132	155	11,413	...	11,413	2nd half		
11,098	248	185	15,374	...	15,374	Total.		
6,784	157	63	5,683	...	5,683	1st half	LV	
503	11	142	8,062	...	8,062	2nd half		
7,287	168	205	13,745	...	13,745	Total.		
37,030	570	2,971	69,682	...	69,682	1st half	LVI	
2,700	50	976	45,809	...	45,809	2nd half		
39,730	620	3,947	1,15,491	...	1,15,491	Total		
...	...	...	...	...	...	1st half	LVII	(b) Opened for traffic from the 1st March 1899.
731	27	206	2,852	...	2,852	2nd half		
731	27	206	2,852	...	2,852	Total.		
15,155	2,481	1,211	60,513	...	60,513	1st half	LVIII	
36,942	5,303	2,053	1,42,200	...	1,42,200	2nd half		
52,097	7,784	3,264	2,02,713	...	2,02,713	Total.		
28,789,928	4,42,918	2,60,117	1,89,82,847	11,04,034	1,82,39,736	1st half		
43,100,573	6,46,783	1,69,696	1,98,57,911	9,78,638	1,93,42,028	2nd half		
71,890,501	10,89,701	4,29,813	3,88,45,019	21,73,272	3,75,86,025	Total (c)		(c) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract I of

Classification Number.	Railway.	1899.	General merchandise. Ton miles.	General merchandise. Earnings.	Military stores. Ton-miles.	Military stores. Earnings.	Railway materials for construction and revenue stores. Ton-miles.	Railway materials for construction and revenue stores. Earnings.
	Metre gauge—concld.			R		R		R
	Brought forward Metre gauge.	1st half	457,196,299	1,76,02,098	502,226	51,084	52,110,186	6,26,630
		2nd half	405,888,461	1,84 43 151	763,667	71,059	46,986,643	5,27,222
		Total (a)	953,084,760	3,60,45,240	1,265,893	1,22,143	99,096 829	11,53,852
LIX	Dibru-Sadiya	1st half	777,528	1,36,640	...	...	94,221	2,990
		2nd half	1,072,543	1,56,034	...	...	42,234	641
		Total	1,850,071	2,92 674	...	...	136,455	3,631
LX	Ledo and Tikak-Margherita Colliery	1st half	...	9,313	...	...	...	...
		2nd half	...	8,552	...	...	...	...
		Total	...	17,865	...	...	...	...
LXI	Ahmedabad-Parántij	1st half	1,158,808	53,302	183	27	9,124	129
		2nd half	1,207,569	57,432	7	1	2,784	40
		Total	2,366,377	1,10,734	190	28	11,908	169
LXII	Nilgiri (b)	1st half	1,777	1,088	47	30	8,054	169
		2nd half	56,915	31,168	1,256	834	4,505	1,800
		Total	58,692	32,256	1,303	864	12,559	1,969
LXIII	The Gaekwar's Mehsána	1st half	2,041,455	1,00,675	...	...	14,903	404
		2nd half	1,965,843	1,04,715	...	...	4,328	61
		Total	4,007,298	2,05,390	...	...	19,231	465
LXIV	Hyderabad-Gódávari-valley. (c)	1st half	...	...	...	...	...	...
		2nd half	826,525	50,268	444	50	106,977	1,900
		Total	826,525	50,268	444	50	106,977	1,900
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway.					
		2nd half						
		Total						
LXVI	Yesvantpur-Mysore frontier.	1st half						
		2nd half						
		Total						
LXVII	Mysore-Nanjangdd	1st half						
		2nd half						
		Total						
LXVIII	Birur-Shimoga (d)	1st half						
		2nd half						
		Total						
LXXII	Jodhpur-Bikaner— Jodhpur section	1st half	11,723,522	5,91,438	118	19	1,453,604	14,722
		2nd half	15,092,500	7,19,823	1,084	185	297,838	5,549
		Total	26,816,022	13,11,261	1,202	204	1,751,442	20,271
	Bikaner section	1st half	868,870	48,701	44	7	119,660	2,181
		2nd half	1,032,645	49,667	301	45	376,646	6,472
		Total	1,901,515	98,368	345	52	496,306	8,653
LXXIII	Udaipur-Chitor	1st half	344,887	28,684	487	90	55,434	785
		2nd half	928,524	77,326	145	16	1,601	22
		Total	1,273,411	1,06,010	632	106	57,035	807
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	1st half	7,528,606	5,21,695	133	21	76,951	1,419
		2nd half	6,984,524	4,25,813	143	28	128,606	2,502
		Total	14,513,130	9,47,508	276	49	205,557	3,921
LXXV	Jetalsar-Rájkot	1st half	374,838	26,293	19	3	3,601	101
		2nd half	519,637	32,503	15	2	3,022	85
		Total	894,475	58,796	34	5	6,623	186
LXXVI	Jámnagar	1st half	190,111	13,659	15	2	2,306	66
		2nd half	236,175	17,069	40	12	1,838	55
		Total	426,286	30,728	55	14	4,144	121
LXXVII	Dhrángadrá	1st half	207,445	22,870	...	...	920	26
		2nd half	169,992	15,811	...	...	2,108	60
		Total	377,437	38,681	...	...	3,028	86
	Total Metre gauge	1st half	482,414,164	1,91,56,456	503 272	51,283	53,948,964	6,49,622
		2nd half	525,981 853	2,01,89,332	767,102	72,232	47,959,130	5,46,409
		Total (a)	1,008,395,999	3,93,45,788	1,270,374	1,23,515	101,908,094	11,96,031

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Coal. Ton-miles.	Coal. Earnings.	Miscellaneous.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
	R	R	R	R	R			
28,789,928	4,42,918	2,60,117	1,89,82,847	11,94,634	1,82,39,736	1st half		(a) Including the Deoghur railway, for which yearly figures are shown.
43,100,573	6,46,783	1,69,696	1,98,57,911	9,78,638	1,93,42,028	2nd half		
71,800,501	10,89,701	4,29,813	3,88,45,019	21,73,272	3,75,86,025	Total (a)		
6,760,853	1,94,132	593	3,34,355	...	3,34,355	1st half	LIX	
6,537,561	1,87,666	479	3,44,820	...	3,44,820	2nd half		
13,298,414	3,81,798	1,072	6,79,175	...	6,79,175	Total		
...	22,313	...	31,626	...	31,626	1st half	LX	
...	22,906	...	31,458	...	31,458	2nd half		
...	45,219	...	63,084	...	63,084	Total		
1,714	43	300	53,801	...	53,801	1st half	LXI	
...	...	440	57,913	...	57,913	2nd half		
1,714	43	740	1,11,714	...	1,11,714	Total		
...	...	3	1,290	...	1,290	1st half	LXII	(b) Opened for traffic from the 15th June 1899.
...	...	241	34,043	...	34,043	2nd half		
...	...	244	35,333	...	35,333	Total		
95	5	396	1,01,480	...	1,01,480	1st half	LXIII	
...	...	468	1,05,244	...	1,05,244	2nd half		
95	5	864	2,06,724	...	2,06,724	Total		
...	...	...	...	...	...	1st half	LXIV	(c) Opened for traffic from the 21st October 1899.
44,060	844	149	53,211	...	53,211	2nd half		
44,060	844	149	53,211	...	53,211	Total		
					36,155	1st half	LXV	
					25,580	2nd half		
					61,735	Total		
					49,777	1st half	LXVI	
					42,119	2nd half		
					91,890	Total		
					4,195	1st half	LXVII	
					3,172	2nd half		
					7,367	Total		
					...	1st half	LXVIII	(d) Opened for traffic from the 1st December 1899.
					3,036	2nd half		
					3,036	Total		
483,348	8,843	1,788	6,16,810	...	6,16,810	1st half	LXXII	
292,392	5,349	2,039	7,32,945	...	7,32,945	2nd half		
775,740	14,192	3,827	13,49,755	...	13,49,755	Total		
80,942	1,512	403	52,804	...	52,804	1st half		
67,807	2,284	574	59,042	...	59,042	2nd half		
148,749	3,796	977	1,11,846	...	1,11,846	Total		
...	...	544	30,103	...	30,103	1st half	LXXIII	
...	...	1,354	78,718	...	78,718	2nd half		
...	...	1,878	1,08,821	...	1,08,821	Total		
397,135	10,505	1,116	5,34,756	352	5,34,404	1st half	LXXIV	
552,043	13,496	3,733	4,45,572	84	4,45,488	2nd half		
949,178	24,001	4,849	9,80,328	436	9,79,892	Total		
696	51	82	26,530	...	26,530	1st half	LXXV	
531	29	387	33,006	34	32,972	2nd half		
1,227	80	469	59,536	34	59,502	Total		
49	1	65	13,793	...	13,793	1st half	LXXVI	
73	2	106	17,244	...	17,244	2nd half		
122	3	171	31,037	...	31,037	Total		
1,731	50	79	23,025	...	23,025	1st half	LXXVII	
90	8	61	15,940	...	15,940	2nd half		
1,821	58	140	38,965	...	38,965	Total		
36,516,491	6,80,373	2,65,486	2,08,03,220	11,94,986	2,01,49,884	1st half		
50,595,130	8,79,367	1,79,727	2,18,67,067	9,78,756	2,14,24,973	2nd half		
87,111,621	15,59,740	4,45,213	4,26,74,548	21,73,742	4,15,79,118	Total (a)		

APPENDIX
STATISTICS OF INDIAN
DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract I of

Classification Number.	Railway.	1899.	General merchandise. Ton-miles.	General merchandise. Earnings.	Military stores. Ton-miles.	Military stores. Earnings.	Railway materials for construction and revenue stores. Ton-miles.	Railway materials for construction and revenue stores. Earnings.
	Special gauges.			R		R		R
LXXXIII	Jorhát (2' 0")	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
LXXXIV	Cherra-Companyganj (2' 0").	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
LXXXVI	Darjeeling-Himalayan (2' 0").	1st half	564,212	1,95,092	1,697	1,321	23,089	4,644
		2nd half	572,076	1,89,640	1,940	1,320	6,132	1,828
		Total	1,136,288	3,84,732	3,637	2,641	29,221	6,472
LXXXVII	Bársi Light (2' 6")	1st half	799,997	86,208	61	10	1,756	44
		2nd half	443,745	45,790	110	22	660	16
		Total	1,243,742	1,31,998	171	32	2,416	60
LXXXVIII	Howrah-Amta (2' 0")	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
LXXXIX	Howrah-Sheakhalla (2' 0")	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
XC	Ránaghat-Krisnagar (2' 6")(a).	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
XCI	Tarakeshawar-Magra (2' 6").	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
XCII	Tezpore-Báliárá (2' 6")	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
XCIV	Gwalior Lights (2'.0")(b)	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
XCV	The Gaekwar's Dabhoi (2' 0").	1st half	1,048,476	75,782	...	...	6,732	95
		2nd half	732,799	60,965	...	...	57,320	951
		Total	1,781,275	1,36,747	...	...	64,052	1,046
XCVI	Rajpipla (2' 6")	1st half	114,222	14,310	...	...	35,129	673
		2nd half	130,488	9,260	...	...	3,301	61
		Total	244,710	23,570	...	...	38,430	734
XCVIII	Cooch Behar (2' 6")	1st half	119,294	13,658	...	...	42,705	2,215
		2nd half	175,693	21,581	254	41	25,659	1,660
		Total	294,987	35,239	254	41	68,364	3,875
XCIX	Morvi (2' 6")	1st half	945,334	80,811	814	125	53,512	569
		2nd half	1,292,699	76,983	1,507	217	12,329	450
		Total	2,238,033	1,57,794	2,321	342	65,841	1,019
	Total Special gauges	1st half	3,591,535	4,65,861	2,572	1,456	162,923	8,240
		2nd half	3,347,500	4,04,219	3,811	1,600	105,401	4,966
		Total	6,939,035	8,70,080	6,383	3,056	268,324	13,206
	Total of all gauges for the year.	...	4,416,900,372	16,05,25,791	13,260,720	13,07,105	423,235,539	52,87,088

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC—*concluded.*

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Coal. Ton-miles.	Coal. Earnings.	Miscellaneous.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
	R	R	R	R	R			
...	...	...	37,730	...	37,730	1st half	LXXXIII	
...	...	...	44,893	...	44,893	2nd half		
...	...	...	82,623	...	82,623	Total.		
...	...	...	6,556	...	6,556	1st half	LXXXIV	
...	...	...	2,459	...	2,459	2nd half		
...	...	...	9,015	...	9,015	Total.		
83,937	16,147	4,378	2,21,582	...	2,21,582	1st half	LXXXVI	
52,223	10,113	2,989	2,05,890	...	2,05,890	2nd half		
136,160	26,260	7,367	4,27,472	...	4,27,472	Total.		
655	17	182	86,461	136	86,325	1st half	LXXXVII	
...	...	113	45,941	30	45,911	2nd half		
655	17	295	1,32,402	166	1,32,236	Total.		
...	...	...	5,553	...	5,553	1st half	LXXXVIII	
...	...	...	5,237	...	5,237	2nd half		
...	...	...	10,790	...	10,790	Total.		
...	...	...	1,871	...	1,871	1st half	LXXXIX	
...	...	...	2,027	...	2,027	2nd half		
...	...	...	3,898	...	3,898	Total.		
...	...	...	407	...	407	1st half	XC	(a) Opened for traffic from the 7th April 1899.
...	...	...	592	...	592	2nd half		
...	...	...	999	...	999	Total.		
...	...	...	2,670	...	2,670	1st half	XCI	
...	...	...	3,634	...	3,634	2nd half		
...	...	...	6,304	...	6,304	Total.		
...	...	...	19,450	...	19,450	1st half	XCII	
...	...	...	32,525	...	32,525	2nd half		
...	...	...	51,975	...	51,975	Total.		
...	...	...	...	...	...	1st half	XCIV	(b) Opened for traffic from the 2nd December 1899.
...	...	...	1,877	...	1,877	2nd half		
...	.	...	1,877	...	1,877	Total.		
12,093	172	171	76,220	...	76,220	1st half	XCV	
6,313	89	147	62,151	...	62,151	2nd half		
18,406	261	318	1,38,372	...	1,38,372	Total.		
69	9	10	15,002	...	15,002	1st half	XCVI	
159	3	10	9,334	...	9,334	2nd half		
228	12	20	24,336	...	24,336	Total.		
5,913	558	185	16,616	...	16,616	1st half	XCVIII	
5,749	370	123	23,775	...	23,775	2nd half		
11,662	928	308	40,391	...	40,391	Total.		
67,681	3,873	285	85,663	...	85,663	1st half	XCIX	
30,605	2,971	530	81,151	...	81,151	2nd half		
98,286	6.844	815	1,66,814	...	1,66,814	Total.		
170,348	20,776	5,211	5,75,781	136	5,75,645	1st half		
95,049	13,546	3,912	5,21,487	30	5,21,457	2nd half		
265,397	34,322	9,123	10,97,268	166	10,97,102	Total.		
1,324,678,379	2,21,53,017	22,16,306	19,20,54,253	38,07,038	19,19,97,697			

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1899. [Form No. VIII of

Classification Number.	Railway.	1899.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
	STANDARD GAUGE.		R	R	R	R
I	East Indian	1st half	26,96 248	31,63,800	10,57,461	20,54,671
		2nd half	27,16,400	31,87,577	8,81,204	20,98,385
		Total	54,12,648	63,51,377	19,38,665	41,53,056
II	Bengal Central	1st half	95,838	66,558	24,438	60,885
		2nd half	84,439	83,791	21,702	70,014
		Total	1,80,277	1,50,349	46,140	1,30,899
III	Bengal Nágpur	1st half	6,07,563	5,69,409	1,43,453	3,65,621
		2nd half	6,44,483	6,27,993	1,36,253	3,60,895
		Total	12,52,046	11,97,402	2,79,706	7,26,516
IV	Indian Midland	1st half	4,18,699	8,04,141	2,13,563	3,00,645
		2nd half	5,40,284	7,83,261	2,25,685	3,04,269
		Total	9,58,983	16,77,402	4,39,248	6,04,914
VI	Godhra-Rutlam-Nágdá	1st half	1,00,350	1,61,642	32,175	45,741
		2nd half	1,02,191	1,47,651	30,793	41,694
		Total	2,02,541	3,09,293	62,968	87,435
VII	Wardha Coal	1st half	Included with the Great Indian Peninsula railway.			
		2nd half				
		Total				
VIII	Dhond-Manmád	1st half				
		2nd half				
		Total				
IX	Bezwada extension (East Coast State)	1st half	5,555	10,048	2,585	5,986
		2nd half	14,633	29,006	5,911	13,944
		Total	20,188	39,054	8,496	19,930
...	Washermenpet-Ennúr section (Bezwada-Madras)	1st half	4,396	10,545	2,035	4,385
		2nd half	Amalgamated with the East Coast State railway.			
		Total	4,396	10,545	2,035	4,385
XI	North Western State	1st half	30,43,976	35,71,810	11,01,342	14,56,715
		2nd half	20,25,998	40,81,040	4,54,368	14,07,414
		Total	50,69,974	76,52,850	15,55,710	29,24,129
XII	Hyderabad-Shadipalli	1st half	18,936	24,813	7,571	9,701
		2nd half	15,870	26,782	7,877	10,503
		Total	34,806	51,595	15,448	20,204
XIII	Oudh and Rohilkhand State	1st half	6,00,698	6,80,832	4,50,387	4,52,166
		2nd half	7,19,574	5,88,722	3,63,542	4,60,542
		Total	13,20,272	12,69,554	8,13,929	9,12,708
XIV	Eastern Bengal State	1st half	7,18,962	4,34,045	2,90,894	4,77,959
		2nd half	6,53,265	4,75,495	1,63,392	6,05,995
		Total	13,72,227	9,09,540	4,54,286	10,83,954
XV	Calcutta Port Commissioners'	1st half	16,557	20,512	10,171	77,071
		2nd half	17,767	22,060	10,581	50,920
		Total	34,324	42,572	20,752	1,27,991
XVI	East Coast State	1st half	3,17,689	4,12,875	89,085	2,49,399
		2nd half	3,79,308	4,86,598	88,354	2,77,934
		Total	6,96,997	8,99,473	1,77,439	5,27,333
XVII	Great Indian Peninsula	1st half	19,78,740	39,85,845	11,90,071	15,63,024
		2nd half	20,83,244	38,41,369	11,81,665	15,12,850
		Total	40,61,984	78,27,214	23,71,736	30,75,874
XVIII	Bombay, Baroda and Central India	1st half	12,88,325	15,05,079	5,23,984	5,18,218
		2nd half	7,84,425	14,11,405	8,20,036	5,13,099
		Total	20,72,750	29,16,484	13,44,020	10,31,317
	TOTAL STANDARD GAUGE carried over	1st half	1,19,12,532	1,55,11,954	51,39,215	76,42,187
		2nd half	1,07,81,881	1,57,92,750	43,91,363	77,88,458
		Total	2,26,94,413	3,13,04,704	95,30,578	1,54,30,645

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES.

Revenue Accounts]

Half-years ended the 30th June and the 31st December 1899.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R			
10,25,336	87,238	8,02,918	1,08,87,672	1st half	I	
10,28,910	92,404	4,12,178	1,04,17,058	2nd half		
20,54,246	1,79,642	12,15,096	2,13,04,730	Total		
72,218	...	26,026	3,45,963	1st half	II	
72,058	...	19,909	3,51,913	2nd half		
1,44,276	...	45,935	6,97,876	Total		
3,68,205	...	72,973	21,27,224	1st half	III	
3,66,178	...	88,620	22,24,422	2nd half		
7,34,383	...	1,61,593	43,51,646	Total		
2,69,618	...	1,29,399	22,26,065	1st half	IV	
2,80,061	...	1,52,812	22,86,372	2nd half		
5,49,679	...	2,82,211	45,12,437	Total		
35,509	...	4,369	3,79,786	1st half	VI	
31,402	...	4,041	3,57,772	2nd half		
66,911	...	8,410	7,37,558	Total		
(a)675	...	...	(a) 675	1st half	VII	(a) Expenditure incurred direct by the State
(a)675	...	...	(a) 675	2nd half		
1,350	...	...	1,350	Total		
(a)6,152	...	...	(a) 6,152	1st half	VIII	(b) Including R614 being the amount fo annual payments for land to H. H. the Mir of Didu.
(a)6,152	...	...	(a) 6,152	2nd half		
12,304	...	...	12,304	Total		
5,875	...	5,798	35,847	1st half	IX	
14,272	...	14,194	91,960	2nd half		
20,147	...	19,992	1,27,807	Total		
2,935	...	3,725	28,021	1st half	...	
...	...	...	...	2nd half		
2,935	...	3,725	28,021	Total		
6,87,487	19,960	2,72,575	1,01,53,865	1st half	XI	
6,73,335	27,270	2,49,246	89,78,671	2nd half		
13,60,822	47,230	5,21,821	1,91,32,536	Total		
(b)5,855	...	1,519	68,395	1st half	XII	
5,776	...	1,576	68,384	2nd half		
11,631	...	3,095	1,36,779	Total		
2,37,911	...	1,72,773	25,94,767	1st half	XIII	
2,33,228	...	1,02,020	24,67,628	2nd half		
4,71,139	...	2,74,793	50,62,395	Total		
1,96,345	17,085	58,555	21,93,845	1st half	XIV	
1,90,764	30,019	1,50,306	22,69,236	2nd half		
3,87,109	47,104	2,08,861	44,63,081	Total		
12,956	...	5,066	1,42,333	1st half	XV	
6,998	...	3,431	1,11,757	2nd half		
19,954	...	8,497	2,54,090	Total		
1,91,255	26,204	40,362	13,26,869	1st half	XVI	
2,05,885	32,989	28,995	15,00,063	2nd half		
3,97,140	59,193	69,357	28,26,932	Total		
6,45,842	...	4,57,255	(c) 1,00,45,420	1st half	XVII	(c) Including R2,24,643 in the first-half, and R2,19,016 in the second-half of 189.., being the amount paid to the State as rent of leased lines not shown in any of the preceding columns.
6,49,149	...	3,32,552	(c) 98,19,845	2nd half		
12,94,991	...	7,89,807	1,98,65,265	Total		
2,67,732	...	1,08,741	42,12,079	1st half	XVIII	
2,60,555	...	79,209	38,68,729	2nd half		
5,28,287	...	1,87,950	80,80,808	Total		
40,31,906	1,50,487	21,62,054	4,67,74,978	1st half		
40,25,398	1,82,682	16,39,089	4,48,20,637	2nd half		
80,57,304	3,33,169	38,01,143	9,15,95,615	Total		

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1899 [Form No. VIII of

Classification Number.	Railway.	1899.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses
	Standard gauge—*concld.*		R	R	R	R
	Brought forward standard gauge	1st half	1,19,12,532	1,55,11,954	51,39,215	76,42,187
		2nd half	1,07,81,881	1,57,92,750	43,91,303	77,88,458
		Total	2,26,94,413	3,13,04,704	95,30,578	1,54,30,645
XIX	Madras	1st half	5,35,018	10,08,925	1,93,544	4,19,329
		2nd half	6,40,188	13,37,358	2,55,017	4,26,365
		Total	11,75,206	23,46,283	4,48,561	8,45,694
XXI	Tarkessur	1st half	Included with the East Indian railway.			
		2nd half				
		Total				
XXIII	Southern Punjab (Delhi Samásata)	1st half	1,06,848	1,33,072	40,608	52,041
		2nd half	1,01,461	1,25,951	38,485	48,981
		Total	2,08 309	2,59,023	79,093	1,01,022
XXV	Tapti Valley	1st half	8,679	10,426	3,480	3,528
		2nd half	18,111	31,817	17,363	11,323
		Total	26,790	42,243	20,843	14,851
XXVII	Amráoti	1st half	Included with the Great Indian Peninsula railway.			
		2nd half				
		Total				
XXVIII	Bína-Goona-Báráu	1st half	Included with the Indian Midland railway.			
		2nd half				
		Total				
XXIX	Bhopal-Ujjain	1st half				
		2nd half				
		Total				
XXXI	The Nizam's Guaranteed State	1st half	2,51,443	2,19,716	56,371	1,30,910
		2nd half	2,00,288	2,84,580	49,803	1,23,575
		Total	4,51,731	5,04,296	1,06,174	2,54,485
XXXII	Nágdá-Ujjain	1st half	9,351	11,232	3,749	3,801
		2nd half	8,084	14,200	7,749	5,053
		Total	17,435	25,432	11,498	8,854
XXXIII	The Gaekwar's Petlád	1st half	3,397	5,497	1,933	1,933
		2nd half	4,292	6,019	3,253	2,168
		Total	7,689	11,516	5,186	4,101
XXXIV	Kolar Gold-fields	1st half	9,617	18,366	3,540	7,641
		2nd half	13,872	29,576	5,570	9,322
		Total	23,489	47,942	9,110	16,063
XXXVI	Rájpura-Bhátinda	1st half	55,662	69,323	21,154	27,111
		2nd half	52,663	65,376	19,976	25,424
		Total	1,08,325	1,34,699	41,130	52,535
XXXVII	Jammu and Kashmir (Native state section).	1st half	4,143	5,160	1,574	2,018
		2nd half	4,147	5,148	1,573	2,002
		Total	8,290	10,308	3,147	4,020
	Total standard gauge	1st half	1,28,96,690	1,69,93,671	54,65,168	82,90,499
		2nd half	1,18,24,987	1,76,92,775	47,90,152	84,42,671
		Total	2,47,21,677	3,46,86,446	1,02,55,320	1,67,33,170
	Metre gauge.					
XXXIX	Bengal and North-Western—Tirhoot section / Company's section	1st half	4,60,546	3,95,482	98,519	2,63,200
		2nd half	5,63,224	4,29,848	94,032	2,97,192
		Total	10,23,770	8,25,330	1,92,551	5,60,392
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	70,712	72,587	25,235	49,161
		2nd half	96,793	56,660	20,353	48,446
		Total	1,67,505	1,29,247	45,588	92,607
XLI	Rajputana-Malwa	1st half	14,45,867	18,31,842	4,42,204	7,76,308
		2nd half	12,11,082	20,39,153	4,67,988	8,18,807
		Total	26,56,949	38,70,995	9,10,192	15,95,115
XLII	Pálanpur-Deesa	1st half	2,567	3,294	811	1,421
		2nd half	2,279	3,662	847	1,482
		Total	4,846	6,956	1,658	2,903
XLIII	Southern Mahratta	1st half	3,99,681	5,66,193	1,94,514	3,13,379
		2nd half	5,23,295	7,12,451	1,78,827	3,40,013
		Total	9,22,976	12,78,644	3,73,341	6,53,392
XLIV	Guntakal-Mysore frontier	1st half	25,486	36,104	12,403	19,983
		2nd half	34,712	47,259	11,862	22,554
		Total	60,198	83,363	24,265	42,537
	Total metre gauge carried over	1st half	24,04,859	29,05,502	7,73,686	14,23,452
		2nd half	24,31,385	32,89,033	7,73,909	15,28,494
		Total	48,36,244	61,94,535	15,47,595	20,51,946

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R			
40,31,906	1,50,487	21,62,054	4,67,74,978	1st half		
40,25,398	1,82,682	16,89,089	4,48,20,637	2nd half		
80,57,304	3,33,169	38,01,143	9,15,95,615	Total		
2,78,082	...	50,470	24,85,368	1st half	XIX	
2,98,047	...	52,997	30,09,972	2nd half		
5,76,129	...	1,03,467	54,95,340	Total		
		(a) 22,267	(a) 22,267	1st half	XXI	(a) Represents contribution to the Provident Fund and ¼th share of net earnings paid to the East Indian railway.
		(a) 17,781	(a) 17,781	2nd half		
		40,048	40,048	Total		
28,104	...	8,151	3,68,824	1st half	XXIII	
27,989	...	6,997	3,49,864	2nd half		
56,093	...	15,148	7,18,688	Total		
1,897	...	708	28,718	1st half	XXV	
5,958	...	1,669	86,271	2nd half		
7,855	...	2,407	1,14,989	Total		
(c) 443	...	...	(c) 443	1st half	XXVII	
(c) 442	...	...	(c) 442	2nd half		
885	...	...	885	Total		(c) Expenditure incurred direct by the State.
(c) 1,380	...	(c) 1,993	(c) 3,373	1st half	XXVIII	
(c) 2,205	...	(c) 1,993	(c) 4,198	2nd half		
3,585	...	3,986	7,571	Total		
(c) 1,710	...	...	(c) 1,710	1st half	XXIX	
(c) 1,710	...	(c) 9,840	(c) 11,550	2nd half		
3,420	...	9,840	13,260	Total		
1,28,502	...	24,724	8,11,666	1st half	XXXI	
1,21,139	...	18,104	7,97,489	2nd half		
2,49,641	...	42,828	16,09,155	Total		
2,044	...	762	30,939	1st half	XXXII	
2,659	...	759	38,504	2nd half		
4,703	...	1,521	69,443	Total		
1,006	...	399	14,165	1st half	XXXIII	
1,104	...	355	17,191	2nd half		
2,110	...	754	31,356	Total		
5,103	...	6,232	50,499	1st half	XXXIV	
6,585	...	5,416	70,341	2nd half		
11,688	...	11,648	1,20,840	Total		
14,641	...	4,246	1,92,137	1st half	XXXVI	
14,528	...	3,632	1,81,599	2nd half		
29,169	...	7,878	3,73 736	Total		
1,090	...	316	14,301	1st half	XXXVII	
1,144	...	286	14,300	2nd half		
2,234	...	602	28,601	Total		
44,95,908	1,50,487	22,82,322	5,07,99,388	1st half		
45,08,908	1,82,682	17,58,948	4,94,20,139	2nd half		
90,04,816	3,33,169	40,41,270	10,02,19,527	Total		
2,11,719	1,30,844	1,64,383	17,24,693	1st half	XXXIX	
2,42,689	1,12,751	1,61,546	19,01,282	2nd half		
4,54,408	2,43,595	3,25,929	36,25,975	Total		
52,602	...	41,952	3,12,249	1st half	XL	
58,062	...	39,390	3,19,704	2nd half		
1,10,664	...	81,342	6,31,953	Total		
5,51,409	...	1,03,581	51,51,301	1st half	XLI	
5,83,492	...	1,70,785	52,91,307	2nd half		
11,34,991	...	2,74,366	1,04,42,608	Total		
1,012	...	185	9,290	1st half	XLII	
1,056	...	292	9,618	2nd half		
2,068	...	477	18,908	Total		
3,11,945	...	55,637	18,41,349	1st half	XLIII	
3,20,056	...	59,624	21,34,266	2nd half		
6,32,001	...	1,15,261	39,75,615	Total		
17,233	...	4,755	1,15,964	1st half	XLIV	
18,465	...	5,553	1,40,405	2nd half		
35,698	...	10,308	2,56,369	Total		
11,46,010	1,30,844	3,70,493	91,54,846	1st half		
12,23,820	1,12,751	4,37,190	97,96,582	2nd half		
23,69,830	2,43,595	8,07,683	1,89,51,428	Total		

STATISTICS OF INDIAN

SUMMARY OF

Form No. VIII of

Half-years ended the 30th June and the 31st December 1899.

Classification Number.	Railway.	1899.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			R	R	R	R
	METRE GAUGE—contd.					
	Brought forward METRE GAUGE	1st half	24,04,859	29,05,502	7,73,686	14,23,452
		2nd half	24,31,385	32,89,033	7,73,909	15,28,494
		Total	48,36,244	61,94,535	15,47,595	29,51,946
XLV	Mysore section (Southern Mahratta)	1st half	72,460	1,01,219	34,773	56,023
		2nd half	94,863	1,28,223	32,184	61,194
		Total	1,67,329	2,29,442	66,957	1,17,217
XLVI	South Indian	1st half	4,23,633	9,10,167	2,28,568	3,84,833
		2nd half	3,65,563	8,05,673	2,42,121	3,71,851
		Total	7,89,196	17,15,840	4,70,689	7,56,684
XLVII	Máyavaram-Mutupet	1st half	12,261	26,342	6,615	11,138
		2nd half	10,347	22,804	6,853	10,525
		Total	22,608	49,146	13,468	21,663
XLVIII	Assam-Bengal	1st half	2,50,005	1,30,680	27,653	1,01,616
		2nd half	1,75,805	1,30,635	24,102	1,06,004
		Total	4,25,870	2,61,315	51,755	2,07,620
XLIX	Burma	1st half	6,73,796	9,09,533	1,86,823	4,70,268
		2nd half	5,60,433	9,10,855	2,28,643	4,43,610
		Total	12,40,229	18,20,388	4,15,466	9,13,878
L	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharla, 2' 6" gauge, branch).	1st half	3,61,664	2,54,882	70,132	2,46,486
		2nd half	2,61,482	2,95,753	90,528	2,57,308
		Total	6,23,146	5,50,635	1,60,660	5,03,794
	Dacca section	1st half	40,662	35,947	13,654	34,970
		2nd half	56,445	47,752	15,880	46,118
		Total	97,107	83,699	29,534	81,088
LIII	Deoghur	1st half 2nd half	4,952	8,375	5,102	5,425
		Total	4,952	8,375	5,102	5,4 -5
LIV	Brahmaputra-Sultanpur (a)	1st half	...	2,114	855	952
		2nd half	2,350	3,973	1,175	3,227
		Total	2,350	6,087	2,030	4,179
LV	Mymensingh-Jamalpur-Jagannathganj	1st half	8,326	685	124	3,042
		2nd half	5,485	4,599	1,479	4,353
		Total	13,811	5,284	1,603	7,395
LVI	Rohilkund and Kumaon (Company's section).	1st half	25,880	26,566	9,236	17,993
		2nd half	34,703	20,314	7,297	17,369
		Total	60,583	46,880	16,533	35,362
LVII	Segowlie-Raxaul (b)	1st half	...	...	...	...
		2nd half	...	306	210	1,084
		Total	...	306	210	1,084
LVIII	Bengal Dooars	1st half	15,715	12,801	3,461	14,876
		2nd half	11,246	12,825	3,139	15,682
		Total	26,961	25,626	6,600	30,558
LIX	Dibru-Sadiya	1st half	88,774	50,693	23,272	25,418
		2nd half	43,458	47,591	22,747	27,879
		Total	1,32,232	98,284	46,019	53,297
LX	Ledo and Tikak-Margherita Colliery	1st half	12,781	3,788	1,739	1,899
		2nd half	8,488	3,431	1,638	1,996
		Total	21,269	7,219	3,377	3,895
LXI	Ahmedabad-Parántij	1st half	12,937	16,422	3,977	6,979
		2nd half	9,888	16,413	3,775	6,606
		Total	22,825	32,835	7,752	13,585
LXII	Nilgiri (c)	1st half	1,154	2,247	163	606
		2nd half	22,008	27,505	2,010	3,809
		Total	23,162	29,752	2,173	4,415
LXIII	The Gaekwar's Mehsána	1st half	23,733	30,305	7,404	12,983
		2nd half	17,397	28,326	6,536	11,440
		Total	41,130	58,631	13,940	24,423
	TOTAL METRE GAUGE carried over	1st half	44,28,046	54,19,893	13,92,135	28,13,534
		2nd half	41,17,406	57,96,011	14,64,226	29,18,549
		Total (d)	85,51,004	1,12,24,279	28,61,463	57,37,508

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R			
11,46,010	1,30,844	3,70,493	91,54,846	1st half		
12,23,820	1,12,751	4,37,190	97,96,582	2nd half		
23,69,830	2,43,595	8,07,683	1,89,51,428	Total		
60,155	...	13,331	3,37,967	1st half	XLV	(*a*) Opened for traffic on the 1st April 1899.
61,941	...	15,065	3,93,470	2nd half		(*b*) Opened for traffic on the 1st March 1899, but was closed on the 21st June 1899, owing to damages done by a flood, and reopened on the 19th October 1899.
1,22,096	...	28,396	7,31,437	Total		
2,99,583	...	51,353	22,98,137	1st half	XLVI	(*c*) Opened for traffic on the 15th June 1899.
3,07,384	...	50,512	21,43,104	2nd half		(*d*) Including the Deoghur railway for which yearly figures are shown.
6,06,967	...	1,01,865	44,41,241	Total		
8,671	...	10,438	75,465	1st half	XLVII	
8,701	...	10,568	69,798	2nd half		
17,372	...	21,006	1,45,263	Total		
1,64,067	...	8,607	6,82,628	1st half	XLVIII	
1,67,593	652	9,464	6,14,315	2nd half		
3,31,660	652	18,071	12,96,943	Total		
3,49,205	30,861	48,523	26,69,009	1st half	XLIX	
3,37,052	39,684	52,031	25,78,308	2nd half		
6,86,257	70,545	1,00,554	52,47,317	Total		
1,30,806	1,50,283	43,250	12,57,503	1st half	L	
1,24,800	1,83,865	50,734	12,64,470	2nd half		
2,55,606	3,34,148	93,984	5,21,973	Total		
11,584	...	4,607	1,41,424	1st half		
14,138	...	4,542	1,84,875	2nd half		
25,722	...	9,149	3,26,299	Total		
2,533	...	199	26,586 {	1st half 2nd half	LIII	
2,533	...	199	26,586	Total		
894	...	...	4,815	1st half	LIV	
706	...	90	11,521	2nd half		
1,600		90	16,336	Total		
936	...	55	13,168	1st half	LV	
631	...	210	16,757	2nd half		
1,567	...	265	29,925	Total		
19,252	...	15,354	1,14,281	1st half	LVI	
20,816	...	14,122	1,14,621	2nd half		
40,068	...	29,476	2,28,902	Total		
...	...	...	...	1st half	LVII	
829	...	...	2,429	2nd half		
829		...	2,429	Total		
13,027	16,349	1,349	77,578	1st half	LVIII	
11,636	21,098	1,417	77,043	2nd half		
24,663	37,447	2,766	1,54,621	Total		
38,684	...	685	2,27,526	1st half	LIX	
39,840	...	685	1,82,200	2nd half		
78,524	...	1,370	4,09,726	Total		
986	...	1,632	22,825	1st half	LX	
1,030	...	1,623	18,206	2nd half		
2,016	...	3,255	41,031	Total		
4,960	...	927	46,202	1st half	LXI	
4,707	...	1,355	42,744	2nd half		
9,667	...	2,282	88,946	Total		
78	...	36	4,284	1st half	LXII	
1,461	...	3,163	59,056	2nd half		
1,539	...	3,199	64,240	Total		
9,237	...	1,705	85,367	1st half	LXIII	
8,149	...	2,292	74,140	2nd half		
17,386	...	3,997	1,59,507	Total		
22,58,135	3,28,337	5,72,345	1,72,13,025	1st half		
23,35,234	3,58,050	6,55,063	1,76,44,539	2nd half		
45,95,902	6,86,387	12,27,607	3,48,84,150	Total		

APPENDI

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1899. [Form No. VIII of

Classification Number.	Railway.	1899.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
	METRE GAUGE—*concld.*		R	R	R	R
	Brought forward METRE GAUGE	1st half	44,28,646	54,19,893	13,92,135	28,13,534
		2nd half	41,17,406	57,96,011	14,64,226	29,18,549
		Total (*a*)	85,51,004	1,12,24,279	28,61,463	57,37,508
LXIV	Hyderabad-Gódávari Valley	1st half	...	...	...	...
		2nd half	...	13,791	737	7,549
		Total	...	13,791	737	7,549
LXV	Kolhápur	1st half	7,866	11,274	3,873	6,240
		2nd half	7,120	9,814	2,403	4,684
		Total	15,066	21,088	6,330	10,924
LXVI	Yesvantpur-Mysore frontier	1st half	10,438	14,938	5,132	8,268
		2nd half	12,428	17,230	4,325	8,223
		Total	22,866	32,168	9,457	16,491
LXVII	Mysore-Nanjangúd	1st half	1,124	1,608	552	890
		2nd half	1,452	2,027	509	968
		Total	2,576	3,635	1,061	1,858
LXVIII	Birur-Shimoga	1st half				
		2nd half	...	...	...	...
		Total	1,044	1,458	366	696
LXXII			1,044	1,448	366	696
	Jodhpur-Bikaner— Jodhpur section	1st half	1,80,034	1,31,535	15,372	36,172
		2nd half	48,517	1,44,167	16,681	40,223
		Total	2,28,551	2,75,702	32,053	76,395
	Bikaner section	1st half	9,140	12,739	1,488	5,448
		2nd half	10,976	13,177	1,470	5,768
		Total	20,116	25,916	2,958	11,216
LXXIII	Udaipur-Chitor	1st half	11,966	14,040	5,793	8,755
		2nd half	11,580	18,564	4,894	9,109
		Total	23,546	32,604	10,687	17,864
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	1st half	1,03,076	1,36,815	25,600	97,794
		2nd half	1,06,939	1,36,191	34,807	92,997
		Total	2,10,015	2,73,006	60,407	1,90,791
LXXV	Jetalsar-Rájkot	1st half	14,084	22,055	1,472	6,768
		2nd half	13,467	19,535	1,543	5,990
		Total	27,551	41,590	3,015	12,758
LXXVI	Jámnagar	1st half	10,401	13,974	933	4,284
		2nd half	11,444	12,436	983	3,813
		Total	21,845	26,410	1,916	8,097
LXXVII	Dhrángadrá	1st half	5,673	7,843	520	2,405
		2nd half	7,093	5,524	436	1,694
		Total	12,766	13,367	956	4,099
	TOTAL METRE GAUGE	1st half	47,82,468	57,86,714	14,52,870	29,90,558
		2nd half	43,49,466	61 89,925	15,33,440	31,00,263
		Total (*a*)	91,36,886	1,19,85,014	29,91,412	60,96,246
	SPECIAL GAUGES.					
LXXXIII	Jorhát (2′ 0″)	1st half	14,217	9,178	13,975	9,490
		2nd half	16,065	9,472	7,668	9,343
		Total	30,282	18,650	21,643	18,833
LXXXIV	Cherra-Companyganj (2′ 6″)	1st half	15,025	8,909	2,118	2,958
		2nd half	5,139	2,684	2,138	1,241
		Total	20,164	11,593	4,256	4,199
LXXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	48,865	74,160	16,241	31,745
		2nd half	54,008	64,422	34,828	35,846
		Total	1,02,873	1,38,582	51,069	67,591
LXXXVII	Pársi Light (2′ 6″)	1st half	5,942	8,334	2,084	8,893
		2nd half	5,739	9,599	3,131	7,683
		Total	11,681	17,933	5,215	16,576
LXXXVIII	Howrah-Amta (2′ 0″)	1st half	19,415	16,427	4,036	22,211
		2nd half	20,316	14,330	5,608	22,645
		Total	39,731	30,757	9,644	44,856
LXXXIX	Howrah-Sheakhalla (2′ 0″)	1st half	6,491	5,491	1,538	10,401
		2nd half	5,691	5,176	1,589	10,106
		Total	12,182	10,667	3,127	20,507
XC	Ránaghat-Krishnagar (2′ 6″)	1st half	2,339	2,475	608	5,172
		2nd half	5,520	4,464	1,491	10,879
		Total	7,859	6,930	2,099	16,051
XCI	Tárakeshwar-Magra (2′ 6″)	1st half	4,182	6,931	1,755	8,257
		2nd half	4,482	6,593	1,841	7,739
		Total	8,664	13,524	3,596	15,996
XCII	Tezpur-Bálipárá (2′ 6″)	1st half	8,336	6,981	3,610	7,781
		2nd half	9,237	6,769	4,000	7,880
		Total	17,573	13,750	7,610	15,661
	TOTAL SPECIAL GAUGES carried over	1st half	1,24,812	1,38,886	45,965	1,06,908
		2nd half	1,26,197	1,23,509	62,294	1,13,362
		Total	2 51,009	2,62,395	1,08,259	2,20,270

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1899.	Classification Number.	REMARKS
R	R	R	R			
22,58,135	3,28,337	5,72,345	1,72,13,025	1st half		
23,35,234	3,58,050	6,55,063	1,70,44,539	2nd half		
45,95,902	6,86,387	12,27,607	3,48,84,150	Total (a)		(a) Including the Deoghur railway, for which yearly figures are shown.
...	...	...	...	1st half	LXIV	
4,426	...	...	26,503	2nd half		
4,426	...	...	26,503	Total		
5,382	...	1,485	36,140	1st half	LXV	
3,835	...	1,153	29,069	2nd half		
9,217	...	2,638	65,209	Total		
7,130	...	1,967	47,873	1st half	LXVI	
6,732	...	2,024	50,962	2nd half		
13,862	...	3,991	98,835	Total		
767	...	212	5,153	1st half	LXVII	
792	...	238	5,986	2nd half		
1,559	...	450	11,139	Total		
...	...	...	...	1st half	LXVIII	
570	...	171	4,305	2nd half		
570	...	171	4,305	Total		
24,575	...	28,193	4,15,881	1st half	LXXII	
27,069	...	49,715	3,26,372	2nd half		
51,644	...	77,908	7,42,253	Total		
2,584	...	1,477	32,876	1st half		
2,746	...	3,182	37,319	2nd half		
5,330	...	4,659	70,195	Total		
6,258	...	2,678	49,490	1st half	LXXIII	
7,150	...	4,924	56,221	2nd half		
13,408	...	7,602	1,05,711	Total		
81,344	...	15,804	4,60,433	1st half	LXXIV	
81,655	...	13,526	4,66,115	2nd half		
1,62,999	...	29,330	9,26,548	Total		
12,043	...	6,333	62,755	1st half	LXXV	
11,285	...	5,626	57,446	2nd half		
23,328	...	11,959	1,20,201	Total		
8,700	...	784	39,076	1st half	LXXVI	
6,418	...	613	35,707	2nd half		
15,118	...	1,397	74,783	Total		
4,447	...	2,257	23,145	1st half	LXXVII	
3,414	...	1,592	19,753	2nd half		
7,861	...	3,849	42,898	Total		
24,11,365	3,28,337	6,33,535	1,83,85,847	1st half		
24,91,320	3,58,050	7,37,827	1,87,60,297	2nd half		
49,05,224	6,80,387	13,71,561	3,71,72,730	Total (a)		
6,111	...	537	53,508	1st half	LXXXIII	
5,986	...	392	48,926	2nd half		
12,097	...	929	1,02,434	Total		
1,918	...	114	31,042	1st half	LXXXIV	
1,295	...	83	12,580	2nd half		
3,213	...	197	43,622	Total		
39,912	...	7,916	2,18,839	1st half	LXXXVI	
42,114	...	8,118	2,39,336	2nd half		
82,026	...	16,034	4,58,175	Total		
21,219	...	1,098	47,570	1st half	LXXXVII	
17,172	...	640	43,964	2nd half		
38,391	...	1,738	91,534	Total		
7,345	...	...	69,434	1st half	LXXXVIII	
5,636	...	...	68,535	2nd half		
12,981	...	...	1,37,969	Total		
2,939	...	...	26,860	1st half	LXXXIX	
2,521	...	...	25,083	2nd half		
5,460	[illegible]	...	51,943	Total		
1,000	...	...	11,594	1st half	XC	
3,985	...	...	26,339	2nd half		
4,985	...	...	37,933	Total		
6,486	...	29	27,640	1st half	XCI	
5,546	...	135	26,336	2nd half		
12,032	...	164	53,976	Total		
6,738	...	282	33,728	1st half	XCII	
6,453	...	934	35,273	2nd half		
13,191	...	1,216	69,001	Total		
93,668	...	9,976	5,20,215	1st half		
90,708	...	16,302	5,20,372	2nd half		
1,84,376	...	26,278	10,40,587	Total		

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1899.

[Form No. VIII of

Classification Number.	RAILWAY.	1899.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
	SPECIAL GAUGE—*concld.*		R	R	R	R
	Brought forward SPECIAL GAUGE	1st half	1,24,812	1,38,886	45,965	1,06,908
		2nd half	1,26,197	1,23,509	62,294	1,13,362
		Total	2,51,009	2,62,395	1,08,259	2,20,270
XCIV	Gwalior Light (2' 0")	1st half	...	...	...	...
		2nd half	4,377	...	(a)1,029	2,252
		Total	4,377	...	1,029	2,252
XCV	The Gaekwar's Dabhoi (2' 6")	1st half	24,234	22,958	13,343	11,606
		2nd half	30,653	20,723	9,492	10,670
		Total	54,887	43,681	22,835	22,276
XCVI	Rajpipla (2' 6")	1st half	4,692	3,816	508	2,093
		2nd half	6,549	3,803	714	2,028
		Total	11,241	7,619	1,222	4,121
XCVIII	Cooch Behar (2' 6")	1st half	4,486	3,642	1,111	5,780
		2nd half	6,710	3,928	1,819	6,817
		Total	11,196	7,570	2,930	12,597
XCIX	Morvi (2' 6")	1st half	21,057	40,014	7,135	20,613
		2nd half	27,881	47,654	10,012	21,538
		Total	48,938	87,668	17,147	42,151
	TOTAL SPECIAL GAUGES	1st half	1,79,281	2,09,316	68,062	1,47,000
		2nd half	2,02,367	1,99,617	85,360	1,56,667
		Total	3,81,648	4,08,933	1,53,422	3,03,667
	TOTAL OF ALL GAUGES FOR THE YEAR	...	3,42,40,211	4,70,80,393	1,34,00,154	2,31,33,083

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R			
93,668	...	9,976	5,20,215	1st half		
90,708	...	10,302	5,26,372	2nd half		
1,84,376	...	20,278	10,46,587	Total		
...	...	...	...	1st half	XCIV	(a) Including locomotive expenses.
549	...	...	8,207	2nd half		
549	...	...	8,207	Total		
6,737	...	38	78,916	1st half	XCV	
7,306	...	643	79,487	2nd half		
14,043	...	681	1,58,403	Total		
1,741	...	69	12,919	1st half	XCVI	
1,293	...	16	14,403	2nd half		
3,034	...	85	27,322	Total		
3,175	...	240	18,433	1st half	XCVIII	
1,869	...	122	21,265	2nd half		
5,044	...	362	39,699	Total		
19,373	...	1,709	1,09,901	1st half	XCIX	
25,238	...	8,209	1,40,532	2nd half		
44,611	...	9,918	2,50,433	Total		
1,24,694	...	12,032	7,40,385	1st half		
1,26,063	...	19,292	7,90,266	2nd half		
2,51,657	...	31,324	15,30,651	Total		
1,41,61,697	10,19,556	54,44,155	13,89,22,908			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1899. [From Abstract A of

Classification Number.	Railway.	1899.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
			R	R	R	R	R
	STANDARD GAUGE.						
I	East Indian	1st half	3,51,380	4,42,648	9,37,617	3,08,729	...
		2nd half	3,60,923	4,32,120	8,62,760	2,92,761	...
		Total	7,12,303	8,74,768	18,00,377	6,01,490	...
II	Bengal Central	1st half	14,254	19,576	49,186	3,073	229
		2nd half	14,005	19,531	38,223	2,670	417
		Total	28,259	39,107	87,409	5,743	646
III	Bengal-Nágpur	1st half	1,19,968	2,57,637	1,14,793	51,289	...
		2nd half	1,16,467	2,56,953	1,38,590	26,657	...
		Total	2,36,435	5,14,590	2,53,383	77,946	...
IV	Indian Midland	1st half	89,223	1,40,048	88,952	43,747	...
		2nd half	96,629	1,51,274	1,89,022	52,478	...
		Total	1,85,852	2,91,322	2,77,974	96,225	...
VI	Godhra-Rutlam-Nágdá	1st half, 2nd half, Total	Included with the Rajputana-Malwa railway.				...
IX	Bezwada extension (East Coast State)	1st half, 2nd half, Total	Included with the Nizam's Guaranteed State railway.				...
...	Washermonpet-Ennur Section (Bezwada-Madras.)	1st half	541	2,734	103	250	...
		2nd half	Amalgamated with the East Coast State railway.				
		Total	541	2,734	103	250	...
XI	North Western State	1st half	4,60,968	7,55,772	7,30,880	3,32,876	48,720
		2nd half	4,60,160	7,60,343	79,087	1,91,759	61,277
		Total	9,21,128	15,16,115	8,09,967	5,24,635	1,09,997
XII	Hyderabad-Shadipalli	1st half, 2nd half, Total	Included with the North Western State railway.				...
XIII	Oudh and Rohilkhand State	1st half	1,06,874	1,12,288	1,91,855	57,054	11,099
		2nd half	1,16,213	1,35,991	2,20,640	1,13,085	6,385
		Total	2,23,087	2,48,279	4,12,495	1,71,339	17,484
XIV	Eastern Bengal State (a)	1st half	1,23,341	2,00,452	3,66,581	1,92,033	647
		2nd half	1,29,516	2,32,857	2,44,941	1,25,064	...
		Total	2,52,857	4,33,309	6,11,522	3,17,097	647
XV	Calcutta Port Commissioners'	1st half	3,857	4,867	3,430	478	...
		2nd half	4,145	5,530	2,761	511	...
		Total	8,002	10,397	6,191	989	...
XVI	East Coast State	1st half	84,358	1,19,715	46,181	13,869	...
		2nd half	1,08,027	1,56,810	42,329	28,929	...
		Total	1,92,385	2,76,525	88,510	42,798	...
XVII	Great Indian Peninsula	1st half	2,28,813	3,62,750	5,74,467	3,10,988	...
		2nd half	2,24,646	4,20,646	5,71,101	3,07,729	...
		Total	4,53,459	7,83,396	11,45,568	6,18,717	...
XVIII	Bombay, Baroda and Central India	1st half	99,154	1,41,174	2,87,253	5,15,319	...
		2nd half	1,13,817	1,68,686	4,74,606	—96,582	...
		Total	2,12,971	3,09,860	7,61,859	4,18,737	...
XIX	Madras	1st half	1,35,932	1,35,161	89,755	39,799	...
		2nd half	1,20,160	1,49,400	1,07,443	1,23,207	...
		Total	2,56,092	2,84,561	1,97,198	1,63,006	...
XXIII	Southern Punjab (Delhi-Samásata)	1st half, 2nd half, Total	Included with the North Western State railway.				...
XXV	Tápti Valley	1st half, 2nd half, Total	Included with the Bombay, Baroda and Central India railway.				
XXXI	The Nizam's Guaranteed State	1st half	54,876	60,439	46,658	60,979	...
		2nd half	54,640	59,925	37,372	24,747	181
		Total	1,09,516	1,20,364	84,030	85,726	181
XXXII	Nágdá-Ujjain	1st half, 2nd half, Total	Included with the Bombay, Baroda and Central India railway.				
	TOTAL STANDARD GAUGE carried over	1st half	18,73,539	27,55,261	35,27,711	19,31,083	60,695
		2nd half	19,19,348	29,50,066	30,08,875	11,93,015	68,260
		Total	37,92,887	57,05,327	65,36,586	31,24,698	1,28,955

A—*continued.*

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS AND STATIONS.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R	R			
4,09,001	2,86,158	27,35,533	39,285	26,96,248	1st half	I	
4,55,267	3,37,400	27,41,231	24,831	27,16,400	2nd half		
8,64,268	6,23,558	54,76,764	64,116	54,12,648	Total		
7,442	2,078	95,838	...	95,838	1st half	II	
7,333	2,260	84,439	...	84,439	2nd half		
14,775	4,338	1,80,277	...	1,80,277	Total		
31,878	31,998	6,07,563	...	6,07,563	1st half	III	
41,281	64,535	6,44,483	...	6,44,483	2nd half		
73,159	96,533	12,52,046	...	12,52,046	Total		
31,812	24,917	4,18,699	...	4,18,699	1st half	IV	
28,704	22,177	5,40,284	...	5,40,284	2nd half		
60,561	47,094	9,58,983	...	9,58,983	Total		
...	...	...	...	1,00,350	1st half	VI	
				1,02,191	2nd half		
				2,02,541	Total		
...	...	...	...	5,555	1st half	IX	
				14,633	2nd half		
				20,188	Total		
478	290	4,396	...	4,396	1st half	...	
...	...	...	...	...	2nd half		
478	290	4,396	...	4,396	Total		
4,26,783	4,73,566	32,29,565	1,85,589	30,43,976	1st half	XI	
3,12,373	3,35,140	22,00,139	1,74,141	20,25,998	2nd half		
7,39,156	8,08,706	54,29,704	3,59,730	50,69,974	Total		
...	...	...	...	18,936	1st half	XII	
				15,870	2nd half		
				34,806	Total		
56,745	64,183	6,00,698	...	6,00,698	1st half	XIII	
67,308	59,352	7,19,574	...	7,19,574	2nd half		
1,24,053	1,23,335	13,20,272	...	13,20,272	Total		
1,49,410	97,150	11,29,614	8,326	11,21,288	1st half	XIV	
1,60,369	86,280	9,79,027	7,835	9,71,192	2nd half		
3,09,779	1,83,430	21,04,641	16,161	20,92,480	Total		
937	2,988	16,557	...	16,557	1st half	XV	(a) Including the metre and special gauge sections of the undertaking.
1,290	3,530	17,767	...	17,767	2nd half		
2,227	6,518	34,324	...	34,324	Total		
18,963	34,603	3,17,689	...	3,17,689	1st half	XVI	
19,671	23,542	3,79,308	...	3,79,308	2nd half		
38,634	58,145	6,96,997	...	6,96,997	Total		
1,48,655	3,96,158	20,21,831	43,091	19,78,740	1st half	XVII	
1,84,396	4,20,813	21,29,331	46,087	20,83,244	2nd half		
3,33,051	8,16,971	41,51,162	89,178	40,61,984	Total		
89,555	1,77,297	13,09,752	21,427	12,88,325	1st half	XVIII	
1,00,893	53,492	8,14,912	30,487	7,84,425	2nd half		
1,90,448	2,30,789	21,24,664	51,914	20,72,750	Total		
53,559	90,389	5,44,635	9,617	5,35,018	1st half	XIX	
59,438	94,412	6,54,060	13,872	6,40,188	2nd half		
1,12,997	1,84,801	11,98,695	23,489	11,75,206	Total		
...	...	...	...	1,06,848	1st half	XXIII	
				1,01,461	2nd half		
				2,08,309	Total		
...	...	...	...	8,679	1st half	XXV	
				18,111	2nd half		
				26,790	Total		
9,650	24,396	2,56,998	5,555	2,51,443	1st half	XXXI	
7,915	30,141	2,14,921	14,633	2,00,288	2nd half		
17,565	54,537	4,71,919	20,188	4,51,731	Total		
...	...	...	...	9,351	1st half	XXXII	
				8,084	2nd half		
				17,435	Total		
14,34,908	17,06,171	1,32,89,368	3,12,890	1,32,26,197	1st half		
14,46,238	15,33,074	1,21,19,476	3,11,886	1,20,67,940	2nd half		
28,81,146	32,39,245	2,54,08,844	6,24,776	2,52,94,137	Total		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1899. [From Abstract A of

Classification Number.	Railway.	1899.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
	Standard gauge—*concld.*		R	R	R	R	R
	Brought forward standard gauge	1st half	18,73,539	27,55,261	35,27,711	19,31,083	60,695
		2nd half	19,19,348	29,50,066	30,08,875	11,93,615	68,260
		Total	37,92,887	57,05,327	65,36,586	31,24,698	1,28,955
XXXIII	The Gaekwar's Petlád	1st half	Included with the Bombay, Baroda and Central India railway.				
		2nd half					
		Total					
XXXIV	Kolar Gold-fields	1st half	Included with the Madras railway.				
		2nd half					
		Total					
XXXVI	Rájpura-Bhátinda	1st half	Included with the North Western State railway.				
		2nd half					
		Total					
XXXVII	Jammu and Kashmir (Native state section)	1st half					
		2nd half					
		Total					
	Total standard gauge	1st half	18,73,539	27,55,261	35,27,711	19,31,083	60,695
		2nd half	19,10,348	29,50,066	30,08,875	11,93,015	68,260
		Total	37,92,887	57,05,327	65,36,586	31,24,698	1,28,955
	Metre gauge						
XXXIX	Bengal and North-Western—Tirhoot section, Company's section	1st half	62,467	85,018	1,21,938	83,667	171
		2nd half	89,622	93,851	1,67,570	94,557	...
		Total	1,52,089	1,79,469	2,89,508	1,78,224	171
XLI	Rajputana-Malwa	1st half	2,03,030	2,84,544	7,69,198	96,289	...
		2nd half	1,98,315	3,20,805	4,90,051	95,320	...
		Total	4,01,345	6,05,439	12,59,249	1,91,609	...
XLII	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
XLIII	Southern Mahratta	1st half	1,37,001	1,87,734	61,134	36,816	...
		2nd half	1,44,906	1,98,026	1,32,976	72,628	...
		Total	2,81,907	3,85,760	1,94,110	1,09,444	...
XLIV	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
XLV	Mysore section (Southern Mahratta)	1st half					
		2nd half					
		Total					
XLVI	South Indian	1st half	1,17,556	1,12,018	1,61,566	33,154	...
		2nd half	1,14,472	1,15,226	2,05,431	22,546	...
		Total	2,32,028	2,27,244	3,66,997	55,700	...
XLVII	Máyavaram-Mutupet	1st half	Included with the South Indian railway.				
		2nd half					
		Total					
XLVIII	Assam-Bengal	1st half	83,605	93,189	1,930	44,528	...
		2nd half	68,212	94,811	1,954	2,208	...
		Total	1,51,817	1,88,000	3,884	46,736	...
XLIX	Burma	1st half	1,13,821	2,48,409	91,670	1,01,824	864
		2nd half	1,14,142	2,54,904	44,802	50,834	1,908
		Total	2,27,963	5,03,313	1,36,472	1,52,658	2,772
LIII	Deoghur	1st half	Details not furnished.				
		2nd half					
		Total					
LIV	Brahmaputra-Sultanpur	1st half	Details not furnished.				
		2nd half					
		Total					
LV	Mymensingh-Jamalpur-Jagannathganj	1st half	Details not furnished.				
		2nd half					
		Total					
LVI	Rohilkund and Kumaon (Company's section) (*a*)	1st half	18,262	25,657	25,120	10,985	2,110
		2nd half	19,750	25,933	47,649	18,048	1,363
		Total	38,012	51,590	72,769	29,033	3,473
LVIII	Bengal Dooars	1st half	3,712	5,956	2,610	—298	...
		2nd half	1,665	5,652	2,041	1,042	...
		Total	5,377	11,608	4,651	744	...
	Total metre gauge carried over	1st half	7,39,454	10,43,125	12,35,166	4,06,965	3,145
		2nd half	7,51,084	11,09,298	10,92,474	3,57,183	3,271
		Total(*b*)	14,90,538	21,52,423	23,27,640	7,64,148	6,416

A—*continued.*

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS AND STATIONS—*continued.*

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R	R			
14,34,908	17,06,171	1,32,89,368	3,12,890	1,32,26,197	1st half		
14,46,238	15,33,074	1,21,19,476	3,11,886	1,20,67,940	2nd half		
28,81,146	32,39,245	2,54,08,844	6,24,776	2,52,94,137	Total		
				3,397	1st half	XXXIII	
				4,292	2nd half		
				7,689	Total		
				9,617	1st half	XXXIV	
				13,872	2nd half		
				23,489	Total		
				55,662	1st half	XXXVI	
				52,663	2nd half		
				1,08,325	Total		
				4,143	1st half	XXXVII	
				4,147	2nd half		
				8,290	Total		
14,34,908	17,06,171	1,32,89,368	3,12,890	1,32,99,016	1st half		
14,46,238	15,33,074	1,21,19,476	3,11,886	1,21,42,914	2nd half		
28,81,146	32,39,245	2,54,08,844	6,24,776	2,54,41,930	Total		
30,659	70,026	4,60,540	...	4,60,546	1st half	XXXIX	
53,681	63,943	5,63,224	...	5,63,224	2nd half		
84,340	1,39,969	10,23,770	...	10,23,770	Total		
99,225	1,33,168	15,85,454	1,39,587	14,45,867	1st half	XLI	
1,07,866	1,30,390	13,42,837	1,31,755	12,11,082	2nd half		
2,07,091	2,63,558	29,28,291	2,71,342	26,56,949	Total		
				2,567	1st half	XLII	
				2,279	2nd half		
				4,846	Total		
54,981	39,415	5,17,081	1,17,400	3,99,681	1st half	XLIII	
71,779	54,599	6,74,914	1,51,619	5,23,295	2nd half		
1,26,760	94,014	11,91,995	2,69,019	9,22,976	Total		
				25,486	1st half	XLIV	
				34,712	2nd half		
				60,198	Total		
				72,466	1st half	XLV	
				94,863	2nd half		
				1,67,329	Total		
22,643	30,355	4,77,292	53,059	4,23,033	1st half	XLVI	
31,922	34,022	5,23,619	1,58,056	3,65,563	2nd half		
54,565	64,377	10,00,911	2,11,715	7,89,196	Total		
				12,261	1st half	XLVII	
				10,347	2nd half		
				22,608	Total		
25,470	1,283	2,50,005	...	2,50,005	1st half	XLVIII	
7,836	844	1,75,865	...	1,75,865	2nd half		
33,306	2,127	4,25,870	...	4,25,870	Total		
48,710	68,498	6,73,796	...	6,73,796	1st half	XLIX	
56,359	43,484	5,66,433	...	5,66,433	2nd half		
1,05,069	1,11,982	12,40,229	...	12,40,229	Total		
...	...	4,952	...	4,952	1st half	LIII	
					2nd half		
		4,952	...	4,952	Total		
				...	1st half	LIV	
				2,350	2nd half		
				2,350	Total		
				8,326	1st half	LV	
				5,485	2nd half		
				13,811	Total		
8,954	5,504	96,592	...	96,592	1st half	LVI	(a) Including the Lucknow-Bareilly section.
8,021	10,732	1,31,496	...	1,31,496	2nd half		
16,975	16,236	2,28,088	...	2,28,088	Total		
3,485	250	15,715	...	15,715	1st half	LVIII	
653	193	11,246	...	11,246	2nd half		
4,138	443	26,961	...	26,961	Total		
2,94,127	3,54,499	40,76,481	3,10,646	34,76,289	1st half		
3,38,117	3,38,207	39,89,634	4,41,430	33,74,828	2nd half		
6,32,244	6,92,706	80,71,067	7,52,076	68,56,069	Total (b)		(b) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1899. From Abstract A of

Classification Number.	Railway.	1899.	General superintendence.	Maintenance of permanent-way.		Repairs of bridges, etc.	Conservancy of rivers.
				Wages.	Materials.		
			R	R	R	R	R
	METRE GAUGE—*concld.*						
	Brought forward METRE GAUGE	1st half	7,39,454	10,43,125	12,35,166	4,06,965	3,145
		2nd half	7,51,084	11,09,298	10,92,474	3,57,183	3,271
		Total(*a*)	14,90,538	21,52 423	23,27,640	7,64,148	6,416
LIX	Dibru-Sadiya	1st half	8,707	20,913	16,521	30,184	...
		2nd half	8,714	18,585	1,017	5,350	...
		Total	17,421	39,498	17,538	35,534	...
LX	Ledo and Tikak-Margherita Colliery	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXI	Ahmedabad-Parántíj	1st half 2nd half	Included with the Rajputana-Malwa railway.				
		Total					
LXII	Nilgiri	1st half	391	643	...	...	...
		2nd half	4,623	8,001	2,627	2,121	...
		Total	5,014	8,644	2,627	2,121	...
LXIII	The Gaekwar's Mehsána	1st half 2nd half	Included with the Rajputana-Malwa Railway.				
		Total					
LXV	Kolhápur	1st half 2nd half	Included with the Southern Mahratta railway.				
		Total					
LXVI	Yesvantpur-Mysore frontier	1st half 2nd half					
		Total					
LXVII	Mysore-Nanjangúd	1st half 2nd half					
		Total					
LXVIII	Birur-Shimoga	1st half 2nd half					
		Total					
LXXII	Jodhpur-Bikaner—						
	Jodhpur section	1st half	5,618	29,097	1,41,033	983	...
		nd half	5,987	38,969	—3,429	462	...
		Total	11,605	68,066	1,37,604	1,445	...
	Bikaner section	1st half	740	7,746	398	...	...
		2nd half	730	9,699	111	...	...
		Total	1,470	17,445	509	...	...
LXXIII	Udaipur-Chitor	1st half	1,564	7,807	273	1,437	...
		2nd half	1,882	9,254	20	54	...
		Total	3,446	17,061	293	1,491	...
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	1st half	21,312	46,058	15,459	4,336	...
		2nd half	23,679	45,446	24,782	3,201	...
		Total	44,991	91,504	40,241	7,537	...
LXXV	Jetalsar-Rájkot	1st half	4,244	6,656	1,486	131	...
		2nd half	3,464	6,478	2,344	184	...
		Total	7,708	13,134	3,830	315	...
LXXVI	Jámnagar	1st half	1,922	7,440	154	209	...
		2nd half	2,527	7,530	326	218	...
		Total	4,449	14,970	480	427	...
LXXVII	Dhrángadrá	1st half	1,324	3,253	237	367	...
		2nd half	1,866	3,135	462	30	...
		Total	3,190	6,388	699	397	...
	TOTAL METRE GAUGE	1st half	7,85,276	11,72,738	14,10,727	4,44,612	3,145
		2nd half	8,04,556	12,56,395	11,20,734	3,68,803	3,271
		Total (*a*)	15,89,832	24,29,133	25,31,461	8,13,415	6,416
	SPECIAL GAUGES.						
LXXXIII	Jorhát (2′ 0″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	..	...	...	...
LXXXIV	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	11,324	8,379	9,552	4,526	...
		2nd half	11,772	9,247	11,905	11,033	...
		Total	23,096	17,626	21,457	15,550	...
LXXXVII	Bársi Light (2′ 6″)	1st half	2,065	2,795	62	246	...
		2nd half	2,068	2,624	86	215	...
		Total	4,133	5,419	148	461	...
	TOTAL SPECIAL GAUGES carried over	1st half	13,389	11,174	9,614	4,772	...
		2nd half	13,840	11,871	11,991	11,248	...
		Total	27,229	23,045	21,605	16,020	...

A—*continued.*

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS AND STATIONS—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R	R			
2,94,127	3,54,499	40,76,481	3,10,646	34,76,289	1st half		
3,38,117	3,38,207	39,89,634	4,41,430	33,74,828	2nd half		
6,32,244	6,92,706	80,71,067	7,52,076	68,56,069	Total (a)		(a) Including the Deoghur railway, for which yearly figures are shown.
9,352	6,097	88,774	...	88,774	1st half	LIX	
8,619	1,173	43,458	...	43,458	2nd half		
17,971	4,270	1,32,232	...	1,32,232	Total		
...	...	12,781	...	12,781	1st half	LX	
...	...	8,488	...	8,488	2nd half		
...	...	21,269	...	21,269	Total		
				12,937	1st half	LXI	
				9,888	2nd half		
				22,825	Total		
...	120	1,154	...	1,154	1st half	LXII	
1,187	3,449	22,008	...	22,008	2nd half		
1,187	3,569	23,162	...	23,162	Total		
				23,733	1st half	LXIII	
				17,397	2nd half		
				41,130	Total		
				7,886	1st half	LXV	
				7,120	2nd half		
				15,006	Total		
				10,438	1st half	LXVI	
				12,428	2nd half		
				22,866	Total		
				1,124	1st half	LXVII	
				1,452	2nd half		
				2,576	Total		
				...	1st half	LXVIII	
				1,044	2nd half		
				1,044	Total		
1,933	1,370	1,80,034	...	1,80,034	1st half	LXXII	
2,711	3,817	48,517	...	48,517	2nd half		
4,644	5,187	2,28,551	...	2,28,551	Total		
88	168	9,140	...	9,140	1st half		
262	174	10,976	...	10,976	2nd half		
350	342	20,116	...	20,116	Total		
513	372	11,966	...	11,966	1st half	LXXIII	
146	224	11,580	...	11,580	2nd half		
659	596	23,546	...	23,546	Total		
9,800	6,051	1,03,076	...	1,03,076	1st half	LXXIV	
4,110	5,721	1,06,939	...	1,06,939	2nd half		
13,970	11,772	2,10,015	...	2,10,015	Total		
290	1,277	14,084	...	14,084	1st half	LXXV	
406	591	13,467	...	13,467	2nd half		
696	1,868	27,551	...	27,551	Total		
275	401	10,401	...	10,401	1st half	LXXVI	
220	623	11,444	...	11,444	2nd half		
495	1,024	21,845	...	21,845	Total		
289	203	5,673	...	5,673	1st half	LXXVII	
263	1,337	7,093	...	7,093	2nd half		
552	1,540	12,766	...	12,766	Total		
3,16,727	3,67,558	45,13,564	3,10,646	43,80,142	1st half		
3,56,041	3,55,316	42,73,604	4,41,430	40,31,539	2nd half		
6,72,768	7,22,874	87,92,120	7,52,076	84,16,633	Total (a)		
...	...	14,217	...	14,217	1st half	LXXXIII	
...	...	16,065	...	16,065	2nd half		
...	...	30,282	...	30,282	Total		
...	...	15,025	...	15,025	1st half	LXXXIV	
...	...	5,139	...	5,139	2nd half		
...	...	20,164	...	20,164	Total		
13,323	3,643	50,747	1,882	48,865	1st half	LXXXVI	
8,293	4,660	56,910	2,902	54,008	2nd half		
21,616	8,303	1,07,657	4,784	1,02,873	Total		
774	...	5,942	...	5,942	1st half	LXXXVII	
746	...	5,739	...	5,739	2nd half		
1,520	...	11,681	...	11,681	Total		
14,097	3,643	85,931	1,882	1,40,712	1st half		
9,039	4,660	83,853	2,902	1,26,630	2nd half		
23,136	8,303	1,69,784	4,784	2,67,342	Total		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1899.

[From Abstract A of

Classification Number.	Railway.	1899.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
			R	R	R	R	R
	Brought forward SPECIAL GAUGES	1st half	13,389	11,174	9,614	4,772	...
		2nd half	13,840	11,871	11,991	11,248	...
		Total	27,220	23,045	21,605	16,020	...
LXXXVIII	Howrah-Amta (2' 0")	1st half	Details not furnished.				
		2nd half					
		Total	...	...	...	...	...
LXXXIX	Howrah-Sheakhalla (2' 0")	1st half	Details not furnished.				
		2nd half					
		Total	...	...	...	...	...
XC	Ránaghat-Krishnagar (2' 6")	1st half	Details not furnished.				
		2nd half					
		Total	...	...	...	...	...
XCI	Tarakeshwar-Magra (2' 6")	1st half	Details not furnished.				
		2nd half					
		Total	...	...	...	...	...
XCII	Tezpur-Bálipárá (2' 6")	1st half	Details not furnished.				
		2nd half					
		Total	...	...	...	...	...
XCIV	Gwalior Light (2' 0")	1st half	Details not furnished.				
		2nd half					
		Total	...	...	...	..	...
XCV	The Gaekwar's Dabhoi (2' 6")	1st half	2,983	7,806	8,597	3,130	...
		2nd half	2,324	9,091	14,331	3,058	...
		Total	5,307	16,897	22,928	6,188	...
XCVI	Rajpipla (2' 6")	1st half	756	2,030	678	1,133	...
		2nd half	1,118	4,082	208	815	...
		Total	1,874	6,112	886	1,948	...
XCVIII	Cooch Behar (2' 6")	1st half	Details not furnished.				
		2nd half					
		Total	...	...	...	...	...
XCIX	Morvi (2' 6")	1st half	4,712	11,472	2,642	503	...
		2nd half	4,853	11,596	938	723	...
		Total	9,565	23,068	3,580	1,226	...
	TOTAL SPECIAL GAUGES	1st half	21,840	32,482	21,531	9,538	...
		2nd half	22,135	36,640	27,408	15,844	...
		Total	43,975	69,122	48,999	25,382	...
	TOTAL OF ALL GAUGES FOR THE YEAR	...	54,26,694	82,03,582	91,17,046	39,63,495	1,35,371

A—*continued.*

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS, AND STATIONS—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R	R			
14,097	3,643	85,931	1,882	1,40,712	1st half		
9,039	4,660	83,853	2,902	1,26,630	2nd half		
23,136	8,303	1,69,784	4,784	2,67,342	Total.		
...	...	19,415	...	19,415	1st half	LXXXVIII	
...	...	20,316	...	20,316	2nd half		
...	...	39,731	...	39,731	Total		
...	...	6,491	...	6,491	1st half	LXXXIX	
...	...	5,691	...	5,691	2nd half		
..	...	12,182	...	12,182	Total		
...	...	2,339	...	2,339	1st half	XC	
...	—	5,520	...	5,520	2nd half		
—	...	7,859	...	7,859	Total .		
...	...	4,182	...	4,182	1st half	XCI	
...	...	4,482	...	4,482	2nd half		
...	...	8,664	...	8,664	Total		
...	...	8,336	...	8,336	1st half	XCII	
...	...	9,237	...	9,237	2nd half		
...	...	17,573	...	17,573	Total.		
...	...	..	...	...	1st half	XCIV	
...	...	4,377	...	4,377	2nd half		
...	...	4,377	...	4,377	Total.		
1,489	229	24,234	...	24,234	1st half	XCV	
1,534	315	30,653	...	30,653	2nd half		
3,023	544	54,887	...	54,887	Total.		
92	3	4,692	...	4,692	1st half	XCVI	
305	21	6,549	...	6,549	2nd half		
397	24	11,241	...	11,241	Total.		
...	...	4,168	...	4,486	1st half	XCVIII	
...	...	6,710	...	6,710	2nd half		
...	...	10,878	...	11,196	Total.		
333	1,423	21,085	28	21,057	1st half	XCIX	
984	8,791	27,885	4	27,881	2nd half		
1,317	10,214	48,970	32	48,938	Total.		
16,011	5,298	1,80,873	1,910	1,79,281	1st half		
11,862	13,787	2,05,273	2,906	2,02,367	2nd half		
27,873	19,085	3,86,146	4,816	3,81,048	Total.		
35,81,787	39,81,204	3,45,87,110	13,81,668	3,42,40,211			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMO

Half-years ended the 30th June and the 31st December 1899. [From Abstract B of

Classification Number.	Railway.	1899.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	STANDARD GAUGE.		R	R	R	R	R
I	East Indian	1st half	2,65,299	9,20,372	4,15,421	44,868	1,28,245
		2nd half	2,78,114	9,45,476	4,33,569	42,228	1,42,555
		Total	5,43,413	18,65,848	8,48,990	87,096	2,70,800
II	Bengal Central	1st half	6,986	12,813	25,753	1,716	3,379
		2nd half	6,876	13,531	32,071	1,877	3,520
		Total	13,862	26,344	57,824	3,593	6,899
III	Bengal-Nágpur	1st half	74,431	1,52,440	95,850	13,127	19,045
		2nd half	75,691	1,59,030	1,12,575	16,452	21,298
		Total	1,50,122	3,11,470	2,08,425	29,579	40,343
IV	Indian Midland	1st half	54,745	1,51,791	3,08,209	17,071	31,115
		2nd half	57,659	1,39,209	2,73,128	17,970	27,807
		Total	1,12,404	2,91,000	5,81,337	35,041	58,922
VI	Godhra-Rutlam-Nágdá	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
IX	Bezwada extension (East Coast State).	1st half	Included with the Nizam's Guaranteed State railway.				
		2nd half					
		Total					
	Washermenpet-Ennore Section (Bezwada-Madras).	1st half	Included with the Madras railway.				
		2nd half					
		Total					
XI	North-Western State	1st half	2,55,170	6,30,804	16,01,518	71,079	1,02,316
		2nd half	2,86,219	6,19,707	16,73,290	80,980	1,00,756
		Total	5,41,389	12,50,511	32,74,808	1,52,059	2,03,072
XII	Hyderabad-Shadipalli	1st half	Included with the North Western State railway.				
		2nd half					
		Total					
XIII	Oudh and Rohilkhand State	1st half	62,185	83,501	2,98,163	10,592	24,284
		2nd half	62,781	80,514	2,48,730	9,922	22,871
		Total	1,24,966	1,64,015	5,46,893	20,514	47,155
XIV	Eastern Bengal State (a)	1st half	68,591	1,86,685	2,07,089	12,891	28,676
		2nd half	70,565	2,02,906	2,64,289	14,874	32,796
		Total	1,39,156	3,89,591	4,71,378	27,765	61,472
XV	Calcutta Port Commissioners'	1st half	...	5,978	5,137	...	1,188
		2nd half	...	6,632	5,714	...	1,078
		Total	...	12,610	10,851	...	2,266
XVI	East Coast State	1st half	50,948	88,468	1,23,086	9,374	18,492
		2nd half	50,418	1,00,708	1,49,495	10,728	20,021
		Total	1,01,396	1,89,176	2,72,581	20,102	38,513
XVII	Great Indian Peninsula	1st half	1,84,302	8,92,642	11,91,169	1,01,472	97,564
		2nd half	1,77,549	8,76,662	11,02,204	1,17,829	90,581
		Total	3,61,851	17,69,304	22,93,373	2,19,301	1,88,145
XVIII	Bombay, Baroda and Central India	1st half	63,264	2,29,344	6,25,831	57,675	49,005
		2nd half	63,096	2,37,585	5,89,111	43,976	51,243
		Total	1,26,360	4,66,929	12,14,942	1,01,651	1,00,248
XIX	Madras	1st half	73,017	1,75,894	4,71,965	18,006	28,032
		2nd half	72,443	1,92,379	5,03,784	22,216	32,868
		Total	1,45,460	3,68,273	9,75,749	40,222	60,900
XXII	Southern Punjab (Delhi-Samásata).	1st half	Included with the North Western State railway.				
		2nd half					
		Total					
XXV	Tápti Valley	1st half	Included with the Bombay, Baroda and Central India railway.				
		2nd half					
		Total					
XXXI	The Nizam's Guaranteed State	1st half	28,626	50,745	58,651	8,914	9,639
		2nd half	30,343	59,114	68,599	11,054	9,494
		Total	58,969	1,09,859	1,27,250	19,968	19,133
	TOTAL STANDARD GAUGE carried over.	1st half	11,87,564	35,81,477	54,27,842	3,67,385	5,40,980
		2nd half	12,31,784	36,33,513	54,56,559	3,90,106	5,56,888
		Total	24,19,348	72,14,990	1,08,84,401	7,57,491	10,97,868

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LWAYS—(PART I)—*continued.*

TIVE EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Maintenance and renewal of Locomotive engines.	Maintenance and renewal of Machinery.	Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
R	R	R	R	R	R			
8,39,727	90,382	4,59,486	31,63,800	...	31,63,800	1st half	I	
2,06,579	1,00,371	5,52,835	32,01,727	14,150	31,87,577	2nd half		
10,46,306	1,90,753	10,12,321	63,65,527	14,150	63,51,377	Total.		
13,741	1,191	979	66,558	...	66,558	1st half	II	
21,060	1,075	3,181	83,791	...	83,791	2nd half		
35,401	2,266	4,160	1,50,349	...	1,50,349	Total.		
1,11,767	11,078	90,771	5,69,409	...	5,69,409	1st half	III	
1,30,318	7,665	1,04,964	6,27,993	...	6,27,993	2nd half		
2,42,085	10,043	1,95,735	11,97,402	...	11,97,402	Total.		
1,79,127	13,158	1,38,325	8,04,141	...	8,04,141	1st half	IV	
1,80,763	10,693	75,972	7,83,261	...	7,83,261	2nd half		
3,59,890	23,851	2,14,297	16,77,402	...	16,77,402	Total.		
					1,61,642	1st half	VI	
					1,47,651	2nd half		
					3,09,293	Total.		
					10,048	1st half	IX	
					29,006	2nd half		
					39,054	Total.		
					10,545	1st half		
					...	2nd half		
					10,545	Total.		
6,51,162	82,479	4,09,650	38,04,178	2,32,368	35,71,810	1st half	XI	
11,57,153	78,015	3,08,177	43,04,297	2,23,257	40,81,040	2nd half		
18,08,315	1,60,494	7,17,827	81,08,475	4,55,625	76,52,850	Total.		
					24,813	1st half	XII	
					26,782	2nd half		
					51,595	Total.		
71,780	7,396	1,22,931	6,80,832	...	6,80,832	1st half	XIII	
85,834	20,119	51,951	5,88,722	...	5,88,722	2nd half		
1,57,614	27,515	1,74,882	12,69,554	...	12,69,554	Total.		
1,40,307	25,154	58,190	7,27,673	2,799	7,24,874	1st half	XIV	(*a*) Including the metre and special gauge sections of the undertaking.
1,39,159	37,512	65,471	8,27,572	8,572	8,19,000	2nd half		
2,79,556	62,666	1,23,661	15,55,245	11,371	15,43,874	Total.		
7,797	412	...	20,512	...	20,512	1st half	XV	
8,413	224	...	22,061	...	22,061	2nd half		
16,210	636	...	42,573	...	42,573	Total.		
81,969	9,299	31,239	4,12,875	...	4,12,875	1st half	XVI	
1,08,091	8,525	38,582	4,86,598	...	4,86,598	2nd half		
1,90,060	17,824	69,821	8,99,473	...	8,99,473	Total.		
9,93,756	45,821	4,79,119	39,85,845	...	39,85,845	1st half	XVII	
9,81,618	49,568	4,45,358	38,41,369	...	38,41,369	2nd half		
19,75,374	95,389	9,24,477	78,27,214	...	78,27,214	Total.		
2,98,450	30,768	1,77,897	15,32,234	27,155	15,05,079	1st half	XVIII	
3,80,043	35,207	63,180	14,63,441	52,036	14,11,405	2nd half		
6,78,493	65,975	2,41,077	29,95,675	79,191	29,16,484	Total.		
2,12,432	5,532	55,205	10,40,083	31,158	10,08,925	1st half	XIX	
4,19,075	8,496	1,43,177	13,94,438	57,081	13,37,357	2nd half		
6,31,507	14,028	1,98,382	24,34,521	88,239	23,46,282	Total.		
					1,33,072	1st half	XXII	
					1,25,951	2nd half		
					2,59,023	Total.		
					10,426	1st half	XXV	
					31,817	2nd half		
					42,243	Total.		
48,133	3,314	21,742	2,29,764	10,048	2,19,716	1st half	XXXI	
1,05,311	4,754	24,917	3,13,586	29,006	2,84,580	2nd half		
1,53,444	8,068	46,659	5,43,350	39,054	5,04,296	Total.		
36,50,238	3,26,884	20,45,534	1,71,27,004	3,03,528	1,71,74,022	1st half		
39,24,017	3,62,224	18,77,765	1,79,38,856	3,84,102	1,79,15,961	2nd half		
75,74,255	6,89,108	39,23,299	3,50,66,760	6,87,630	3,50,90,883	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMOTIVE

Half-years ended the 30th June and the 31st December 1899. [From Abstract B of

Classification Number.	Railway.	1899.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	STANDARD GAUGE—*concld.*		R	R	R	R	R
	Brought forward STANDARD GAUGE	1st half	11,87,564	35,81,477	54,27,842	3,67,385	5,40,980
		2nd half	12,31,784	36,33,513	54,56,559	3,90,106	5,56,888
		Total	24,19,348	72,14,990	1,08,84,401	7,57,491	10,97,868
XXXII	Nágdá-Ujjain	1st half	Included with the Bombay, Baroda and Central India railway.				
		2nd half					
		Total					
XXXIII	The Gaekwar's Petlád	1st half					
		2nd half					
		Total					
XXXIV	Kolar Gold-fields	1st half	Included with the Madras railway.				
		2nd half					
		Total					
XXXVI	Rájpura-Bhátinda	1st half	Included with the North-Western State railway.				
		2nd half					
		Total					
XXXVII	Jammu and Kashmir (Native State section).	1st half					
		2nd half					
		Total					
	TOTAL STANDARD GAUGE	1st half	11,87,564	35,81,477	54,27,842	3,67,385	5,40,980
		2nd half	12,31,784	36,33,513	54,56,559	3,90,106	5,56,888
		Total	24,19,348	72,14,990	1,08,84,401	7,57,491	10,97,868
	METRE GAUGE.						
XXXIX	Bengal and North-Western— Tirhoot section, Company's section	1st half	36,082	74,587	1,39,956	10,300	16,333
		2nd half	37,838	74,957	1,32,151	10,261	15,011
		Total	73,920	1,49,544	2,72,107	20,561	31,344
XLI	Rajputana-Malwa	1st half	1,63,107	3,86,495	9,34,904	46,771	43,651
		2nd half	1,60,898	4,25,248	9,30,816	51,233	40,669
		Total	3,24,005	8,11,743	18,65,720	98,004	84,320
XLII	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.			...	...
		2nd half					
		Total					
XLIII	Southern Mahratta	1st half	88,009	1,47,160	1,81,056	19,724	12,755
		2nd half	1,00,533	1,60,395	2,36,865	21,730	13,897
		Total	1,88,542	3,07,555	4,17,921	41,454	26,652
XLIV	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
XLV	Mysore section (Southern Mahratta)	1st half					
		2nd half					
		Total					
XLVI	South Indian	1st half	65,471	1,65,114	3,52,577	17,271	31,144
		2nd half	65,084	1,60,501	3,48,057	17,466	29,543
		Total	1,30,555	3,25,615	7,00,634	34,737	60,687
XLVII	Máyavaram-Mutupet	1st half	Included with the South Indian railway.				
		2nd half					
		Total					
XLVIII	Assam-Bengal	1st half	20,085	25,424	44,659	5,209	4,799
		2nd half	17,261	23,979	50,565	5,046	5,897
		Total	37,346	49,403	95,224	10,315	10,696
XLIX	Burma	1st half	88,043	2,04,600	3,61,004	25,566	20,354
		2nd half	92,563	1,93,479	3,48,552	27,810	28,311
		Total	1,80,606	3,98,079	7,09,556	53,376	57,665
LIII	Deoghur	1st half	Details not furnished.				
		2nd half					
		Total					
LIV	Brahmaputra Sultanpur. (*a*)	1st half	Included with the Eastern Bengal State railway.				
		2nd half					
		Total					
LV	Mymensingh-Jamálpur Jagannathganj (*b*).	1st half					
		2nd half					
		Total					
LVI	Rohilkund and Kumaon (Company's section) (*c*).	1st half	10,642	14,761	28,089	2,452	4,115
		2nd half	10,915	13,322	22,541	2,303	3,289
		Total	21,557	28,083	50,630	4,755	7,404
LVII	Segowlie-Raxaul (*d*).	1st half	Included with the Bengal and North-Western railway				
		2nd half					
		Total					
LVIII	Bengal Dooars	1st half	2,942	1,445	5,215	246	572
		2nd half	1,193	1,666	5,871	133	752
		Total	4,135	3,111	11,086	379	1,324
	TOTAL METRE GAUGE carried over.	1st half	4,74,381	10,19,586	20,47,460	1,27,599	1,42,723
		2nd half	4,86,285	10,53,547	20,75,418	1,35,982	1,37,369
		Total(*e*)	9,60,666	20,73,133	41,22,878	2,63,581	2,80,092

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Maintenance and renewal of Locomotive engines.	Maintenance and renewal of Machinery.	Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
R	R	R	R	R	R			
36,50,238	3,26,884	20,45,534	1,71,27,904	3,03,528	1,71,74,922	1st half		
39,24,017	3,62,224	18,77,765	1,79,38,856	3,84,102	1,79,15,961	2nd half		
75,74,255	6,89,108	39,23,299	3,50,66,760	6,87,630	3,50,90,883	Total.		
					11,232	1st half	XXXII	
					14,200	2nd half		
					25,432	Total.		
					5,497	1st half	XXXIII	
					6,019	2nd half		
					11,516	Total.		
					18,366	1st half	XXXIV	
					29,576	2nd half		
					47,942	Total.		
					69,323	1st half	XXXVI	
					65,376	2nd half		
					1,34,699	Total.		
					5,160	1st half	XXXVII	
					5,148	2nd half		
					10,308	Total.		
36,50,238	3,26,884	20,45,534	1,71,27,904	3,03,528	1,72,84,500	1st half		
39,24,017	3,62,224	18,77,764	1,79,38,855	3,84,103	1,80,36,278	2nd half		
75,74,255	6,89,108	39,23,298	3,50,66,759	6,87,631	3,53,20,778	Total.		
64,903	3,282	50,039	3,95,482	...	3,95,482	1st half	XXXIX	
66,194	6,648	86,788	4,29,848	...	4,29,848	2nd half		
1,31,097	9,930	1,36,827	8,25,330	...	8,25,330	Total.		
3,11,527	24,595	1,32,455	20,43,505	2,11,663	18,31,842	1st half	XLI	
4,11,805	19,947	1,94,528	22,35,204	1,96,051	20,39,153	2nd half		
7,23,302	44,542	3,26,983	42,78,709	4,07,714	38,70,995	Total.		
					3,294	1st half	XLII	
					3,662	2nd half		
					6,956	Total.		
1,73,086	26,769	82,776	7,31,335	1,65,142	5,66,193	1st half	XLIII	
1,49,562	26,692	2,08,789	9,18,463	2,06,012	7,12,451	2nd half		
3,22,648	53,461	2,91,565	16,49,798	3,71,154	12,78,644	Total.		
					36,104	1st half	XLIV	
					47,259	2nd half		
					83,363	Total.		
					1,01,219	1st half	XLV	
					1,28,223	2nd half		
					2,29,442	Total.		
2,85,303	1,925	31,853	9,50,658	40,491	9,10,167	1st half	XLVI	
1,77,731	15,017	27,858	8,41,257	35,584	8,05,673	2nd half		
4,63,034	16,942	59,711	17,91,915	76,075	17,15,840	Total.		
					26,342	1st half	XLVII	
					22,804	2nd half		
					49,146	Total.		
26,358	151	3,935	1,30,680	...	1,30,650	1st half	XLVIII	
20,965	371	6,551	1,30,635	...	1,30,635	2nd half		
47,323	522	10,486	2,61,315	...	2,61,315	Total.		
1,40,714	15,885	44,367	9,09,533	...	9,09,533	1st half	XLIX.	
1,51,890	21,541	46,709	9,10,855	...	9,10,855	2nd half		
2,92,604	37,426	91,076	18,20,388	...	18,20,388	Total.		
			8,375	...	8,375	1st half / 2nd half	LIII	
			8,375	...	8,375	Total.		
					2,114	1st half	LIV	(a) Opened for traffic from the 1st April 1899.
					3,973	2nd half		
					6,087	Total.		
					685	1st half	LV	(b) Opened for traffic from the 22nd October 1899.
					4,599	2nd half		
					5,284	Total.		
28,940	4,814	5,250	99,153	...	99,153	1st half	LVI	(c) Including the Lucknow-Bareilly section.
18,043	1,742	4,819	76,974	...	76,974	2nd half		
46,983	6,556	10,069	1,76,127		1,70,127	Total		
					...	1st half	LVII	(d) Opened for traffic from the 1st March 1899.
					306	2nd half		
					306	Total.		
2,194	180	7	12,801	...	12,801	1st half	LVIII	
2,879	313	18	12,825	...	12,825	2nd half		
5,073	493	25	25,626	...	25,626	Total.		
10,33,025	77,581	3,50,682	52,81,522	4,17,296	50,33,984	1st half		
9,99,129	92,271	5,76,060	55,56,061	4,37,647	53,29,240	2nd half		
20,32,154	1,69,852	9,26,742	1,08,37,583	8,54,943	1,03,63,224	Total(e)		(e) Including the Dooghur railway for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMO

Half-years ended the 30th June and the 31st December 1899. [From Abstract B of

Classification Number.	Railway.	1899.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	METRE GAUGE—*concld.*		R	R	R	R	R
	Brought forward METRE GAUGE	1st half	4,74,381	10,19,586	20,47,460	1,27,599	1,42,723
		2nd half	4,86,285	10,53,547	20,75,418	1,35,982	1,37,369
		Total (*a*)	9,60,666	20,73,133	41,22,878	2,63,581	2,80,092
LIX	Dibru-Sadiya	1st half	4,589	9,522	21,462	2,461	2,097
		2nd half	5,174	9,484	18,157	2,011	2,044
		Total	9,763	19,006	39,619	4,472	4,141
LX	Ledo and Tikak-Margherita Colliery.	1st half	Included with the Dibru-Sadiya railway.				
		2nd half					
		Total					
LXI	Ahmedabad-Párantij	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
LXII	Nilgiri (*b*)	1st half	Included with the Madras railway.				
		2nd half					
		Total					
LXIII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
LXIV	Hyderabad-Godávari valley (*c*)	1st half	...	...	...	...	...
		2nd half	2,314	1,703	7,095	689	420
		Total	2,314	1,703	7,095	689	420
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
LXVI	Yesvantpur-Mysore frontier	1st half					
		2nd half					
		Total					
LXVII	Mysore-Nanjangúd	1st half					
		2nd half					
		Total					
LXVIII	Birur-Shimoga (*d*)	1st half					
		2nd half					
		Total					
LXXII	Jodhpur-Bikaner—						
	Jodhpur section	1st half	5,598	8,442	84,695	2,885	5,966
		2nd half	6,211	9,849	87,122	5,362	5,266
		Total	11,809	18,291	1,71,817	8,247	11,232
	Bikaner section	1st half	539	803	8,107	433	571
		2nd half	556	883	7,808	798	472
		Total	1,095	1,686	15,915	1,231	1,043
LXXIII	Udaipur-Chitor	1st half	2,002	1,041	7,882	702	416
		2nd half	2,210	1,218	11,140	805	602
		Total	4,212	2,259	19,022	1,507	1,018
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	15,867	32,533	89,645	3,413	6,272
		2nd half	15,795	28,166	76,076	3,864	4,994
		Total	31,662	60,699	1,65,721	7,277	11,266
LXXV	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway.				
		2nd half					
		Total					
LXXVI	Jámnagar	1st half					
		2nd half					
		Total					
LXXVII	Dhrángadra	1st half					
		2nd half					
		Total					
	TOTAL METRE GAUGE	1st half	5,02,976	10,71,927	22,59,251	1,37,493	1,58,045
		2nd half	5,18,545	11,04,940	22,82,816	1,49,511	1,51,167
		Total (*a*)	10,21,521	21,76,867	45,42,067	2,87,004	3,09,212
	SPECIAL GAUGES.						
LXXXIII	Jorhát (2′ 0″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXXIV	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	3,253	15,457	26,383	370	3,465
		2nd half	3,619	14,641	19,506	389	3,075
		Total	6,872	30,098	45,889	759	6,540
LXXXVII	Bársi Light (2′ 6″) (*e*)	1st half	2,053	2,016	2,527	627	278
		2nd half	2,530	1,701	941	1,211	238
		Total	4,583	3,717	3,468	1,838	516
	TOTAL SPECIAL GAUGES carried over	1st half	5,306	17,473	28,910	997	3,743
		2nd half	6,149	16,342	20,447	1,600	3,313
		Total	11,455	33,815	49,357	2,597	7,056

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TIVE EXPENSES—*continued.*

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Maintenance and renewal of		Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
Locomotive engines	Machinery.							
R	R	R	R	R	R			
10,33,025	77,581	3,50,682	52,81,522	4,17,296	50,33,984	1st half		
9,99,129	92,271	5,76,060	55,56,061	4,37,647	53,29,240	2nd half		
20,32,154	1,69,852	9,26,742	1,08,37,583	8,54,943	1,03,63,224	Total (a)		(a) Including the Deoghur railway, for which yearly figures are shown.
12,145	2,205	...	54,481	3,788	50,693	1st half	LIX	
12,058	2,094	...	51,022	3,431	47,591	2nd half		
24,203	4,299	...	1,05,503	7,219	98,284	Total.		
					3,788	1st half	LX	
					3,431	2nd half		
					7,219	Total .		
					16,422	1st half	LXI	
					16,413	2nd half		
					32,835	Total.		
					...	1st half	LXII	(b) Opened for traffic from the 15th June 1899.
					27,505	2nd half		
					27,505	Total .		
					2,247	1st half	LXIII	
					28,326	2nd half		
					30,573	Total.		
...	...	...	...	...	...	1st half	LXIV	(c) Opened for traffic from the 21st October 1899.
1,097	6	377	13,791	...	13,791	2nd half		
1,097	6	377	13,791	...	13,791	Total .		
					30,305	1st half	LXV	
					9,814	2nd half		
					40,119	Total.		
					11,274	1st half	LXVI	
					17,230	2nd half		
					28,504	Total.		
					14,938	1st half	LXVII	
					2,027	2nd half		
					16,665	Total.		
					1,608	1st half	LXVIII	(d) Opened for traffic from the 1st December 1899.
					1,458	2nd half		
					3,066	Total .		
13,841	1,024	9,084	1,31,535	...	1,31,535	1st half	LXXII	
22,676	2,021	5,660	1,44,167	...	1,44,167	2nd half		
36,517	3,045	14,744	2,75,702	...	2,75,702	Total.		
1,315	96	875	12,739	...	12,739	1st half		
1,992	175	493	13,177	...	13,177	2nd half		
3,307	271	1,368	25,916	...	25,916	Total.		
1,754	243	...	14,040	...	14,040	1st half	LXXIII	
2,395	194	...	18,564	...	18,564	2nd half		
4,149	437	...	32,604	...	32,604	Total.		
26,722	1,087	4,248	1,80,687	43,872	1,36,815	1st half	LXXIV	
34,999	2,161	7,631	1,73,686	37,495	1,36,191	2nd half		
61,721	4,148	11,879	3,54,373	81,367	2,73,006	Total.		
					22,055	1st half	LXXV	
					19,535	2nd half		
					41,590	Total.		
					13,974	1st half	LXXVI	
					12,436	2nd half		
					26,410	Total.		
					7,843	1st half	LXXVII	
					5,524	2nd half		
					13,367	Total.		
10,88,802	83,136	3,04,853	56,75,004	4,64,956	55,04,260	1st half		
10,74,346	98,022	5,00,221	59,70,468	4,78,573	58,40,420	2nd half		
21,63,148	1,82,058	9,55,074	1,16,45,472	9,43,529	1,13,50,680	Total (a)		
...	...	...	9,178	...	9,178	1st half	LXXXIII	
...	...	...	9,472	...	9,472	2nd half		
...	...	...	18,650	...	18,650	Total.		
...	...	...	8,909	...	8,909	1st half	LXXXIV	
...	...	...	2,684	...	2,684	2nd half		
...	...	...	11,593	...	11,593	Total.		
17,834	341	8,583	75,686	1,526	74,160	1st half	LXXXVI	
17,213	335	5,716	64,494	72	64,422	2nd half		
35,047	676	14,299	1,40,180	1,598	1,38,582	Total.		
659	113	61	8,334	...	8,334	1st half	LXXXVII	
2,874	88	16	9,599	...	9,599	2nd half		
3,533	201	77	17,933	...	17,933	Total.		
18,493	454	8,644	1,02,107	1,526	1,00,581	1st half		
20,087	423	5,732	86,249	72	86,177	2nd half		
38,580	877	14,376	1,88,356	1,598	1,86,758	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMO

Half years ended the 30th June and the 31st December 1899. [From Abstract B of

Classification Number.	Railway.	1899.	General superintendence	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
			R	R	R	R	R
	Brought forward Special gauges	1st half	5,306	17,473	28,910	997	3,743
		2nd half	6,149	16,342	20,447	1,600	3,313
		Total	11,455	33,815	49,357	2,597	7,056
LXXXVIII	Howrah-Amta (2' 6")	1st half	Details not furnished.				
		2nd half					
		Total					
LXXXIX	Howrah-Sheakhalla (2' 0")	1st half					
		2nd half					
		Total					
XC	Ránaghat-Krishnagar (2' 6") (a)	1st half					
		2nd half					
		Total					
XCI	Tárakeshwar-Magra (-' 6")	1st half					
		2nd half					
		Total					
XCII	Tezpore-Bálipárá (2' 6")	1st half					
		2nd half					
		Total					
XCIV	Gwalior Light (2' 0") (b)	1st half					
		2nd half					
		Total					
XCV	The Gaekwar's Dabhoi (2' 6")	1st half	456	2,831	11,647	2,475	843
		2nd half	456	2,528	8,361	2,145	1,049
		Total	912	5,359	20,008	4,620	1,892
XCVI	Rajpipla (2' 6")	1st half	216	514	2,291	288	372
		2nd half	216	579	2,374	337	175
		Total	432	1,093	4,665	625	547
XCVIII	Cooch Behar (2' 6")	1st half	Details not furnished.				
		2nd half					
		Total					
XCIX	Morvi (2' 6")	1st half	3,163	4,038	25,994	576	1,152
		2nd half	3,864	3,961	23,059	702	1,144
		Total	7,027	7,999	49,053	1,278	2,296
	Total special gauges.	1st half	9,141	24,856	68,842	4,336	6,110
		2nd half	10,685	23,410	54,241	4,784	5,681
		Total	19,826	48,266	1,23,083	9,120	11,791
	Total of all gauges for the year	...	34,50,695	94,40,123	1,55,49,551	10,53,615	14,18,871

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TIVE EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Maintenance and renewal of: Locomotive engines.	Maintenance and renewal of: Machinery.	Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
R	R	R	R	R	R			
18,493	454	8,644	1,02,107	1,526	1,00,581	1st half		
20,087	423	5,732	86,249	72	86,177	2nd half		
38,580	877	14,376	1,88,356	1,598	1,86,758	Total.		
			16,427	...	16,427	1st half	LXXXVIII	
			14,330	...	14,330	2nd half		
			30,757	...	30,757	Total.		
			5,491	...	5,491	1st half	LXXXIX	
			5,176	...	5,176	2nd half		
			10,667	...	10,667	Total.		
			2,475	...	2,475	1st half	XC	(a) Opened for traffic from the 5th April 1899.
			4,464	...	4,464	2nd half		
			6,939	...	6,939	Total.		
			6,931	...	6,931	1st half	XCI	
			6,593	...	6,593	2nd half		
			13,524	...	13,524	Total.		
			6,981	...	6,981	1st half	XCII	
			6,769	...	6,769	2nd half		
			13,750	...	13,750	Total.		
					...	1st half	XCIV	(b) Opened for traffic from the 2nd December 1899.
						2nd half		
					1,029	Total.		
4,534	...	172	22,958	...	22,958	1st half	XCV	
6,089	...	95	20,723	...	20,723	2nd half		
10,623	...	267	43,681	...	43,681	Total.		
135	...	...	3,816	...	3,816	1st half	XCVI	
120	...	2	3,803	...	3,803	2nd half		
255	...	2	7,619	...	7,619	Total.		
			3,642	...	3,642	1st half	XCVIII	
			3,928	...	3,928	2nd half		
			7,570	...	7,570	Total.		
5,511	...	239	40,673	659	40,014	1st half	XCIX	
14,988	...	178	47,896	242	47,654	2nd half		
20,499	...	417	88,569	901	87,668	Total.		
28,673	454	9,055	2,11,501	2,185	2,09,316	1st half		
41,284	423	6,007	1,99,932	314	1,99,617	2nd half		
69,957	877	15,062	4,11,433	2,499	4,08,933	Total.		
98,07,360	8,72,043	48,93,435	4,71,23,661	16,33,658	4,70,80,393			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1899.

[From Abstract C of

Classification Number.	Railway.	1899.	General superintendence.	Repairs and renewals of			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
	Standard Gauge.		R	R	R	R	R
I	East Indian	1st half	62,891	2,16,021	6,75,205	9,660	71,914
		2nd half	62,071	1,80,918	5,63,390	1,660	67,768
		Total	1,24,962	3,96,939	12,38,595	11,320	1,39,682
II	Bengal Central	1st half	3,443	10,938	6,851	393	2,760
		2nd half	3,391	8,014	7,196	150	2,936
		Total	6,834	18,952	14,047	549	5,696
III	Bengal-Nágpur	1st half	16,299	27,946	55,682	2,260	35,730
		2nd half	16,202	29,888	43,000	2,243	30,933
		Total	32,501	57,834	98,682	4,503	75,660
IV	Indian Midland	1st half	21,100	84,713	71,376	4,386	30,918
		2nd half	21,740	71,587	1,00,597	3,557	27,313
		Total	42,840	1,56,300	1,71,973	7,943	58,231
VI	Godhra-Rutlam-Nágdá	1st half / 2nd half / Total	Included with the Rajputana-Malwa railway.				
IX	Bezwada extension (East Coast State)	1st half / 2nd half / Total	Included with the Nizam's Guaranteed State railway.				
...	Washermanpet-Ennúr section (Bezwada Madras).	1st half / 2nd half / Total	Included with the Madras railway.				
XI	North Western State	1st half	73,225	5,26,271	4,18,894	11,271	1,21,142
		2nd half	31,799	1,36,973	2,10,967	12,263	1,25,602
		Total	1,05,024	6,63,244	6,29,861	23,534	2,46,744
XII	Hyderabad-Shadipalli	1st half / 2nd half / Total	Included with the North Western State railway.				
XIII	Oudh and Rohilkhand State	1st half	13,418	1,08,516	2,93,608	2,613	30,040
		2nd half	13,883	2,52,501	58,019	8,386	29,755
		Total	27,301	3,61,017	3,51,627	10,999	59,795
XIV	Eastern Bengal State (a)	1st half	40,605	1,32,716	1,60,181	4,409	33,699
		2nd half	40,198	1,09,214	76,134	4,288	39,581
		Total	80,803	2,41,930	2,36,315	8,697	73,280
XV	Calcutta Port Commissioners'	1st half	...	...	7,797	411	1,963
		2nd half	...	...	8,413	224	1,944
		Total	...	...	16,210	635	3,907
XVI	East Coast State	1st half	12,893	32,824	23,536	939	14,238
		2nd half	12,376	35,133	21,482	1,270	16,519
		Total	25,269	67,957	45,018	2,209	30,757
XVII	Great Indian Peninsula	1st half	56,449	1,85,251	6,10,582	17,486	1,17,676
		2nd half	53,879	2,56,467	5,45,286	19,332	1,17,420
		Total	1,10,328	4,41,718	11,55,868	36,818	2,35,096
XVIII	Bombay, Baroda and Central India	1st half	28,542	1,06,251	2,61,650	23,969	40,776
		2nd half	30,297	2,38,827	5,02,795	32,448	41,204
		Total	58,839	3,45,078	7,64,445	56,417	81,980
XIX	Madras	1st half	18,254	71,101	61,178	3,175	33,747
		2nd half	18,111	90,381	91,744	6,330	37,448
		Total	36,365	1,61,482	1,52,922	9,505	71,195
XXIII	Southern Punjab (Delhi-Samásata)	1st half / 2nd half / Total	Included with the North Western State railway.				
XXV	Tápti Valley	1st half / 2nd half / Total	Included with the Bombay, Baroda and Central India railway.				
XXXI	The Nizam's Guaranteed State	1st half	7,264	17,860	22,381	1,979	9,425
		2nd half	5,715	20,039	19,437	1,440	9,068
		Total	12,979	37,899	41,818	3,419	18,493
XXXII	Nágdá-Ujjain	1st half / 2nd half / Total	Included with the Bombay, Baroda and Central India railway.				
XXXIII	The Gackwar's Petlád	1st half / 2nd half / Total	Included with the Bombay, Baroda and Central India railway.				
	Total Standard Gauge carried over	1st half	3,54,383	15,20,408	26,68,921	82,945	5,44,034
		2nd half	3,09,662	14,29,942	22,48,460	93,597	5,56,491
		Total	6,64,055	29,50,350	50,17,381	1,76,542	11,00,525

A—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES.

Revenue Accounts]

Half-years ended the 30th June and the 31st December 1899.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R			
21,770	10,57,461	...	10,57,461	1st half	I	
18,080	8,93,887	12,683	8,81,204	2nd half		
39,850	19,51,348	12,683	19,38,665	Total.		
53	24,438	...	24,438	1st half	II	
9	21,702	...	21,702	2nd half		
62	46,140	...	46,140	Total.		
5,530	1,43,453	...	1,43,453	1st half	III	
4,987	1,36,253	...	1,36,253	2nd half		
10,517	2,79,706	...	2,79,706	Total.		
1,070	2,13,563	...	2,13,563	1st half	IV	
891	2,25,685	...	2,25,685	2nd half		
1,961	4,39,248	...	4,39,248	Total.		
			32,175	1st half	VI	
			30,793	2nd half		
			62,968	Total.		
			2,585	1st half	IX	
			5,911	2nd half		
			8,496	Total.		
			2,035	1st half	...	
			...	2nd half		
			2,035	Total.		
21,147	11,72,250	70,908	11,01,342	1st half	XI	
4,975	5,22,279	67,911	4,54,368	2nd half		
26,122	16,94,529	1,38,819	15,55,710	Total.		
			7,571	1st half	XII	
			7,877	2nd half		
			15,448	Total.		
2,192	4,50,387	...	4,50,387	1st half	XIII	(a) Including the metre and special gauge sections of the undertaking.
998	3,63,542	...	3,63,542	2nd half		
3,190	8,13,929	...	8,13,929	Total.		
4,049	3,75,659	979	3,74,680	1st half	XIV	
3,039	2,72,454	2,654	2,69,800	2nd half		
7,088	6,48,113	3,633	6,44,480	Total.		
...	10,171	...	10,171	1st half	XV	
...	10,581	...	10,581	2nd half		
...	20,752	...	20,752	Total.		
4,655	89,085	...	89,085	1st half	XVI	
1,574	88,354	...	88,354	2nd half		
6,229	1,77,439	...	1,77,439	Total.		
2,14,533	12,01,971	11,900	11,90,071	1st half	XVII	
1,90,281	11,82,665	1,000	11,81,665	2nd half		
4,04,814	23,84,636	12,900	23,71,736	Total.		
71,958	5,33,146	9,162	5,23,984	1st half	XVIII	
2,831	8,48,402	28,366	8,20,036	2nd half		
74,789	13,81,548	37,528	13,44,020	Total.		
13,027	2,00,482	6,938	1,93,544	1st half	XIX	
18,583	2,62,597	7,580	2,55,017	2nd half		
31,610	4,63,079	14,518	4,48,561	Total.		
			40,608	1st half	XXIII	
			38,485	2nd half		
			79,093	Total.		
			3,480	1st half	XXV	
			17,363	2nd half		
			20,843	Total.		
47	58,956	2,585	56,371	1st half	XXXI	
14	55,713	5,911	49,802	2nd half		
61	1,14,669	8,496	1,06,173	Total.		
			3,749	1st half	XXXII	
			7,749	2nd half		
			11,498	Total.		
			1,933	1st half	XXXIII	
			3,254	2nd half		
			5,187	Total.		
3,60,331	55,31,022	1,02,472	55,22,686	1st half		
2,45,962	48,84,114	1,26,105	48,60,441	2nd half		
6,06,293	1,04,15,136	2,28,577	1,03,83,127	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1899. [From Abstract C of

Classification Number.	Railway.	1899.	General superintendence	Repairs and renewals of: Coaching vehicles.	Repairs and renewals of: Goods vehicles.	Repairs and renewals of: Machinery.	Cleaning and oiling.
			R	R	R	R	R
	STANDARD GAUGE—*concld.*						
	Brought forward STANDARD GAUGE	1st half	3,54,383	15,20,408	26,68,921	82,045	5,44,034
		2nd half	3,09,662	14,29,942	22,48,460	93,597	5,56,491
		Total	6,64,055	29,50,350	49,17,381	1,76,542	11,00,525
XXXIV	Kolar Gold-fields	1st half	Included with the Madras railway.				
		2nd half					
		Total					
XXXVI	Rájpura-Bhátinda	1st half	Included with the North Western State railway.				
		2nd half					
		Total					
XXXVII	Jammu and Kashmir (Native state section).	1st half					
		2nd half					
		Total					
	TOTAL STANDARD GAUGE	1st half	3,54,383	15,20,408	26,68,921	82,945	5,44,034
		2nd half	3,09,662	14,29,942	22,48,160	93,597	5,56,491
		Total	6,64,053	29,50,350	49,17,381	1,76,542	11,00,525
	METRE GAUGE.						
XXXIX	Bengal and North-Western— Tirhoot section, Company's section	1st half	13,354	24,248	39,217	642	19,053
		2nd half	13,582	25,788	30,469	602	22,015
		Total	26,936	50,036	69,686	1,244	41,068
XLI	Rajputana-Malwa	1st half	44,216	1,62,362	2,01,619	2,744	70,447
		2nd half	43,464	1,78,427	2,21,688	4,336	56,396
		Total	87,680	3,40,780	4,23,307	7,080	1,26,843
XLII	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
XLIII	Southern Mahratta	1st half	26,512	87,095	1,13,661	4,173	18,294
		2nd half	29,013	81,843	1,00,602	3,048	17,221
		Total	50,125	1,68,938	2,14,263	7,821	35,515
XLIV	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
XLV	Mysore section (Southern Mahratta)	1st half					
		2nd half					
		Total					
XLVI	South Indian	1st half	21,752	1,00,950	91,676	738	26,101
		2nd half	21,651	1,01,154	1,03,925	3,598	25,957
		Total	43,403	2,02,104	1,95,601	4,336	52,058
XLVII	Máyavaram-Mutupet	1st half	Included with the South Indian railway.				
		2nd half					
		Total					
XLVIII	Assam-Bengal	1st half	2,843	10,901	9,294	190	4,336
		2nd half	5,726	8,026	6,043	62	3,626
		Total	8,569	19,827	15,337	252	7,962
XLIX	Burma	1st half	25,390	51,760	72,718	3,491	29,348
		2nd half	26,794	65,863	98,991	5,296	27,897
		Total	52,184	1,17,629	1,71,709	8,787	57,245
LIII	Deoghur	1st half	Details not furnished.				
		2nd half					
		Total					
LIV	Brahmaputra-Sultanpur (*a*)	1st half	Included with the Eastern Bengal State railway.				
		2nd half					
		Total					
LV	Mymensingh-Jamálpur-Jagannathganj (*b*)	1st half					
		2nd half					
		Total					
	TOTAL METRE GAUGE carried over	1st half	1,34,067	4,37,322	5,28,185	11,978	1,68,479
		2nd half	1,40,830	4,62,001	5,61,718	17,542	1,53,112
		Total (*b*)	2,74,897	8,99,323	10,89,903	29,520	3,21,591

A—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R			
3,60,331	55,31,022	1,02,472	55,22,686	1st half		
2,45,962	48,84,114	1,26,105	48,69,441	2nd half		
6,06,293	1,04,15,136	2,28,577	1,03,92,127	Total.		
			3,540	1st half	XXXIV	
			5,570	2nd half		
			9,110	Total.		
			21,154	1st half	XXXVI	
			19,976	2nd half		
			41,130	Total.		
			1,574	1st half	XXXVII	
			1,573	2nd half		
			3,147	Total.		
3,60,331	55,31,022	1,02,472	55,48,954	1st half		
2,45,962	48,84,114	1,26,105	48,96,560	2nd half		
6,06,293	1,04,15,136	2,28,577	1,04,45,514	Total.		
1,105	98,519	...	98,519	1st half	XXXIX	
1,576	94,032	...	94,032	2nd half		
2,681	1,92,551	...	1,92,551	Total.		
5,183	4,86,571	44,367	4,42,204	1st half	XLI	
5,628	5,09,939	41,951	4,67,988	2nd half		
10,811	9,96,510	86,318	9,10,192	Total.		
			811	1st half	XLII	
			847	2nd half		
			1,658	Total.		
1,512	2,51,247	56,733	1,94,514	1st half	XLIII	
—*2,391*	2,30,536	51,709	1,78,827	2nd half		
—779	4,81,783	1,08,442	3,73,341	Total.		
			12,403	1st half	XLIV	
			11,862	2nd half		
			24,265	Total.		
			34,773	1st half	XLV	
			32,184	2nd half		
			66,957	Total.		
1,311	2,42,528	13,960	2,28,568	1st half	XLVI	
1,027	2,57,312	15,191	2,42,121	2nd half		
2,338	4,99,840	29,151	4,70,689	Total.		
			6,615	1st half	XLVII	
			6,853	2nd half		
			13,468	Total.		
89	27,653	...	27,653	1st half	XLVIII	
—*281*	24,102	...	24,102	2nd half		
—*192*	51,755	...	51,755	Total.		
4,110	1,86,823	...	1,86,823	1st half	XLIX	
3,802	2,28,643	...	2,28,643	2nd half		
7,912	4,15,466	...	4,15,466	Total.		
	5,102	...	5,102	1st half	LIII	
				2nd half		
	5,102	...	5,102	Total.		
			855	1st half	LIV	(*a*) Opened for traffic from the 1st April 1899.
			1,175	2nd half		
			2,030	Total.		
			124	1st half	LV	
			1,479	2nd half		
			1,603	Total.		
13,310	12,98,443	1,15,060	12,38,964	1st half		
9,361	13,44,564	1,08,851	12,90,113	2nd half		
22,671	26,43,007	2,23,911	25,29,077	Total (*b*)		(*b*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1899. [From Abstract C of

Classification Number.	Railway.	1899.	General superintendence.	Repairs and renewals of: Coaching vehicles.	Goods vehicles.	Machinery.	Cleaning and oiling.
			R	R	R	R	R
	Metre gauge—concld.						
	Brought forward Metre gauge	1st half	1,34,067	4,37,322	5,28,185	11,978	1,68,479
		2nd half	1,40,830	4,62,001	5,61,718	17,542	1,53,112
		Total (a)	2,74,897	8,99,323	10,89,903	29,520	3,21,591
LVI	Rohilkund and Kumaon (Company's section). (b)	1st half	4,693	9,910	11,524	3,294	4,502
		2nd half	4,840	6,728	10,228	987	4,572
		Total	9,533	16,638	21,752	4,281	9,074
LVII	Segowlie-Raxaul (c)	1st half, 2nd half, Total	Included with the Bengal and North Western railway.				
LVIII	Bengal Dooars	1st half	1,441	363	1,020	11	625
		2nd half	585	1,752	365	5	423
		Total	2,026	2,115	1,385	16	1,048
LIX	Dibru-Sadiya	1st half	2,691	3,315	14,848	1,122	3,035
		2nd half	3,024	3,430	13,551	1,162	3,217
		Total	5,715	6,745	28,399	2,284	6,252
LX	Ledo and Tikak-Margherita Colliery	1st half, 2nd half, Total	Included with the Dibru-Sadiya railway.				
LXI	Ahmedabad-Parántíj	1st half, 2nd half, Total	Included with the Rajputana-Malwa railway.				
LXII	Nilgiri (d)	1st half, 2nd half, Total	Included with the Madras railway.				
LXIII	The Gaekwar's Mehsána	1st half, 2nd half, Total	Included with the Rajputana-Malwa railway.				
LXIV	Hyderabad-Gódavari Valley (e)	1st half	...	...	...	...	...
		2nd half	83	...	8	...	646
		Total	83	...	8	...	646
LXV	Kolhápur	1st half, 2nd half, Total	Included with the Southern Mahratta railway.				
LXVI	Yesvantpur-Mysore frontier	1st half, 2nd half, Total	Included with the Southern Mahratta railway.				
LXVII	Mysore-Nanjangúd	1st half, 2nd half, Total	Included with the Southern Mahratta railway.				
LXVIII	Birur-Shimoga (f)	1st half, 2nd half, Total	Included with the Southern Mahratta railway.				
LXXII	Jodhpur-Bikaner—Jodhpur section	1st half	1,888	6,249	4,182	359	2,627
		2nd half	1,843	6,827	5,308	390	2,191
		Total	3,731	13,076	9,490	749	4,818
...	Bikaner section	1st half	178	590	408	35	271
		2nd half	159	602	473	33	198
		Total	337	1,192	881	68	469
LXXIII	Udaipur-Chitor	1st half	450	4,763	139	26	415
		2nd half	450	3,023	961	54	406
		Total	900	7,786	1,100	80	821
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	1st half	5,289	10,275	8,709	994	3,240
		2nd half	5,265	12,610	14,675	1,080	3,659
		Total	10,554	22,885	23,384	2,074	6,899
LXXV	Jetalsar-Rájkot	1st half, 2nd half, Total	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway.				
LXXVI	Jámnagar	1st half, 2nd half, Total	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway.				
LXXVII	Dhrángadra	1st half, 2nd half, Total	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway.				
	Total Metre gauge	1st half	1,50,697	4,72,787	5,69,015	17,819	1,83,104
		2nd half	1,57,079	4,96,973	6,07,287	21,253	1,68,424
		Total (a)	3,07,776	9,69,760	11,76,302	39,072	3,51,618

A—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R			
13,310	12,98,443	1,15,060	12,38,964	1st half		(a) Including the Deoghur railway, for which yearly figures are shown.
9,361	13,41,504	1,08,851	12,90,113	2nd half		(b) Including the Lucknow-Bareilly section.
22,671	26,43,007	2,23,911	25,29,077	Total (a)		
548	34,471	...	34,471	1st half	LVI	(c) Opened for traffic from the 1st March 1899.
295	27,650	...	27,650	2nd half	LVI	
843	62,121	...	62,121	Total.		
			...	1st half	LVII	
			210	2nd half	LVII	
			210	Total.		
1	3,461	...	3,461	1st half	LVIII	
9	3,139	...	3,139	2nd half	LVIII	
10	6,600	...	6,600	Total.		
...	25,011	1,739	23,272	1st half	LIX	
...	24,384	1,638	22,746	2nd half	LIX	
...	49,395	3,377	46,018	Total.		
			1,739	1st half	LX	
			1,638	2nd half	LX	
			3,377	Total.		
			3,977	1st half	LXI	
			3,775	2nd half	LXI	
			7,752	Total.		
			163	1st half	LXII	(d) Opened for traffic from the 15th June 1899.
			2,010	2nd half	LXII	
			2,173	Total		
			7,404	1st half	LXIII	
			6,536	2nd half	LXIII	
			13,940	Total.		
...	...	...	...	1st half	LXIV	(e) Opened for traffic from the 21st October 1899.
...	737	...	737	2nd half	LXIV	
...	737	...	737	Total.		
			3,873	1st half	LXV	
			2,463	2nd half	LXV	
			6,336	Total.		
			5,132	1st half	LXVI	
			4,325	2nd half	LXVI	
			9,457	Total.		
			552	1st half	LXVII	
			509	2nd half	LXVII	
			1,061	Total.		
			...	1st half	LXVIII	(f) Opened for traffic from the 1st December 1899.
			366	2nd half	LXVIII	
			366	Total.		
67	15,372	...	15,372	1st half	LXXII	
122	16,681	...	16,681	2nd half	LXXII	
189	32,053	...	32,053	Total.		
6	1,488	...	1,488	1st half	...	
5	1,470	...	1,470	2nd half	...	
11	2,958	...	2,958	Total.		
...	5,793	...	5,793	1st half	LXXIII	
...	4,894	...	4,894	2nd half	LXXIII	
...	10,687	...	10,687	Total.		
18	28,525	2,925	25,600	1st half	LXXIV	
481	37,770	2,963	34,807	2nd half	LXXIV	
499	66,295	5,888	60,407	Total.		
			1,472	1st half	LXXV	
			1,544	2nd half	LXXV	
			3,016	Total.		
			933	1st half	LXXVI	
			983	2nd half	LXXVI	
			1,916	Total.		
			520	1st half	LXXVII	
			430	2nd half	LXXVII	
			950	Total.		
13,950	14,12,594	1,19,724	13,74,186	1st half	...	
10,273	14,61,289	1,13,446	14,27,032	2nd half	...	
24,223	28,73,853	2,33,170	28,01,218	Total (a)		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1899. [From Abstract C of

Classification Number.	Railway.	1899.	General superintendence	Repairs and renewals of Coaching vehicles.	Repairs and renewals of Goods vehicles.	Repairs and renewals of Machinery.	Cleaning and oiling.
			R	R	R	R	R
	Special Gauges.						
LXXXIII	Jorhát (2′ 0″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXXIV	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	2,800	4,204	7,713	90	1,946
		2nd half	2,865	7,136	23,141	120	1,638
		Total	5,665	11,340	30,854	210	3,584
LXXXVII	Barsi Light (2′ 6″)	1st half	1,027	508	103	45	401
		2nd half	1,265	788	559	112	407
		Total	2,292	1,296	662	157	808
LXXXVIII	Howrah-Amta (2′ 0″)	1st half					
		2nd half					
		Total					
LXXXIX	Howrah-Sheakhalla (2′ 0″)	1st half					
		2nd half					
		Total					
XC	Ránaghat-Krishnagar (2′ 6″) (a)	1st half					
		2nd half					
		Total	Details not furnished.				
XCI	Tárakeshwar-Magra (2′ 6″)	1st half					
		2nd half					
		Total					
XCII	Tezpore-Bálipárá (2′ 6″)	1st half					
		2nd half					
		Total					
XCIV	Gwalior Light (2′ 0″) (b)	1st half					
		2nd half					
		Total					
XCV	The Gaekwar's Dabhoi (2′ 6″)	1st half	152	2,291	9,271	...	1,627
		2nd half	152	928	6,341	...	2,071
		Total	304	3,219	15,612	...	3,698
XCVI	Rajpipla (2′ 6″)	1st half	72	13	87	...	336
		2nd half	72	25	102	...	515
		Total	144	38	189	...	851
XCVIII	Cooch Behar (2′ 6″)	1st half					
		2nd half	Details not furnished.				
		Total					
XCIX	Morvi (2′ 6″)	1st half	1,987	2,918	1,457	...	1,013
		2nd half	2,174	5,475	1,202	...	1,336
		Total	4,161	8,393	2,659	...	2,349
	Total Special gauges	1st half	6,038	9,934	18,631	135	5,323
		2nd half	6,528	14,352	31,600	232	5,967
		Total	12,566	24,286	50,231	367	11,290
	Total of all gauges for the year	...	9,84,397	39,44,396	61,43,914	2,15,981	14,63,433

A.—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R			
...	13,075	...	13,075	1st half	LXXXIII	
...	7,068	...	7,063	2nd half		
...	21,043	...	21,043	Total		
...	2,118	...	2,118	1st half	LXXXIV	
...	2,138	...	2,138	2nd half		
...	4,256	...	4,256	Total.		
...	16,753	512	16,241	1st half	LXXXVI	
...	34,900	72	34,828	2nd half		
...	51,653	584	51,069	Total.		
...	2,084	...	2,084	1st half	LXXXVII	
...	3,131	...	3,131	2nd half		
...	5,215	...	5,215	Total.		
	4,036	...	4,036	1st half	LXXXVIII	
	5,608	...	5,608	2nd half		
	9,044	...	9,044	Total.		
	1,538	...	1,538	1st half	LXXXIX	
	1,589	...	1,589	2nd half		
	3,127	...	3,127	Total.		
	608	...	608	1st half	XC	(a) Opened for traffic from the 5th April 1899.
	1,491	...	1,491	2nd half		
	2,099	...	2,099	Total.		
	1,755	...	1,755	1st half	XCI	
	1,841	...	1,841	2nd half		
	3,596	...	3,596	Total.		
	3,610	...	3,610	1st half	XCII	
	4,000	...	4,000	2nd half		
	7,610	...	7,610	Total.		
	...	...	...	1st half	XCIV	(b) Opened for traffic from the 2nd December 1899. (c) Including locomotive expenses, as the figures cannot be separated.
	...	...	1,029(c)	2nd half		
	...	...	1,029	Total.		
2	13,343	...	13,343	1st half	XCV	
...	9,492	...	9,492	2nd half		
2	22,835	...	22,835	Total.		
...	508	...	508	1st half	XCVI	
...	714	...	714	2nd half		
...	1,222	...	1,222	Total.		
...	1,111	...	1,111	1st half	XCVIII	
..	1,819	...	1,819	2nd half		
...	2,930	...	2,930	Total.		
81	7,456	321	7,135	1st half	XCIX	
−81	10,106	94	10,012	2nd half		
...	17,562	415	17,147	Total.		
83	68,895	833	68,062	1st half		
−81	84,497	166	85,360	2nd half		
2	1,53,392	999	1,53,422	Total.		
6,30,518	1,34,42,381	4,62,746	1,34,00,154			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract D of

Classification Number.	Railway.	1899.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
	STANDARD GAUGE.		R	R	R	R	R	R	R
I	East Indian	1st half	2,49,662	10,37,806	4,31,315	1,92,619	15,270	79,825	6,871
		2nd half	2,71,120	10,29,440	4,52,567	1,85,279	21,616	94,280	5,475
		Total	5,20,782	20,67,246	8,84,912	3,77,898	36,886	1,74,105	12,346
II	Bengal Central	1st half	8,841	28,644	7,620	6,039	1,054	5,761	...
		2nd half	9,390	35,640	7,447	6,076	762	7,988	...
		Total	18,231	64,284	15,067	12,115	1,816	13,749	...
III	Bengal-Nágpur	1st half	70,745	1,49,739	43,330	38,181	4,440	30,454	337
		2nd half	73,417	1,50,090	46,976	31,976	2,967	24,864	786
		Total	1,44,162	2,99,829	90,306	70,157	7,407	55,498	1,123
IV	Indian Midland	1st half	50,936	1,14,747	41,859	40,692	1,804	18,095	148
		2nd half	50,714	1,19,747	40,373	35,119	1,171	20,430	167
		Total	1,01,650	2,34,494	82,232	75,811	2,975	38,525	315
VI	Godhra-Rutlam-Nágdá	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total							
IX	Bezwada extension (East Coast State).	1st half	Included with the Nizam's Guaranteed State railway.						
		2nd half							
		Total							
	Washermenpet-Ennur section (Bezawada-Madras).	1st half	Included with the Madras railway.						
		2nd half	Amalgamated with the East Coast State railway.						
		Total							
XI	North Western State	1st half	2,08,850	7,93,797	2,58,431	1,52,742	10,645	77,495	...
		2nd half	2,09,016	7,93,069	2,48,461	1,47,694	32,077	86,872	...
		Total	4,17,872	15,86,866	5,06,892	3,00,436	42,722	1,64,367	...
XII	Hyderabad-Shadipalli	1st half	Included with the North Western State railway.						
		2nd half							
		Total							
XIII	Oudh and Rohilkhand State	1st half	65,387	2,21,644	67,596	49,631	8,205	23,003	880
		2nd half	74,598	2,20,103	65,592	46,942	5,601	20,784	886
		Total	1,39,985	4,41,747	1,33,188	96,573	13,806	40,787	1,766
XIV	Eastern Bengal State (a)	1st half	1,23,619	4,23,518	83,499	68,182	6,117	37,792	5,055
		2nd half	1,26,876	5,50,999	95,136	70,764	6,217	34,078	5,396
		Total	2,50,495	9,74,517	1,78,635	1,38,946	12,334	71,870	10,451
XV	Calcutta Port Commissioners'	1st half	11,499	56,262	5,513	1,131	925	1,741	...
		2nd half	14,863	22,950	6,050	1,478	460	5,119	...
		Total	26,362	79,212	11,563	2,609	1,385	6,860	...
XVI	East Coast State	1st half	47,176	1,09,113	30,545	23,591	8,212	22,874	562
		2nd half	55,234	1,15,922	33,872	25,982	9,448	20,517	2,682
		Total	1,02,410	2,25,035	64,417	49,573	17,660	49,391	3,244
XVII	Great Indian Peninsula	1st half	1,47,271	6,99,311	4,38,200	1,59,734	11,936	55,232	5,813
		2nd half	1,44,542	6,93,195	4,11,520	1,51,606	7,270	68,076	5,111
		Total	2,91,813	13,92,506	8,49,720	3,11,340	19,206	1,23,908	10,924
XVIII	Bombay, Baroda and Central India.	1st half	54,745	2,74,202	52,331	78,356	7,795	33,177	...
		2nd half	52,354	2,83,039	53,446	76,609	10,883	34,300	...
		Total	1,07,099	5,57,241	1,05,777	1,54,965	18,678	67,477	...
XIX	Madras	1st half	75,720	1,97,068	60,065	36,594	6,913	37,063	1,579
		2nd half	73,338	2,04,464	61,018	38,330	5,734	39,006	2,290
		Total	1,49,058	4,01,532	1,21,083	74,924	12,647	76,069	3,869
XXIII	Southern Punjab (Delhi-Samásata).	1st half	Included with the North Western State railway.						
		2nd half							
		Total							
XXV	Tápti Valley	1st half	Included with the Bombay, Baroda and Central India railway.						
		2nd half							
		Total							
XXXI	The Nizam's Guaranteed state	1st half	24,131	56,088	23,392	12,443	1,642	7,655	...
		2nd half	23,190	56,879	23,420	12,293	1,395	10,817	...
		Total	47,321	1,12,967	46,812	24,736	3,037	18,472	...
XXXII	Nágdá-Ujjain	1st half	Included with the Bombay, Baroda and Central India railway.						
		2nd half							
		Total							
XXXIII	The Gaekwar's Petlád	1st half							
		2nd half							
		Total							
	TOTAL STANDARD GAUGE carried over.	1st half	11,38,588	41,61,939	15,43,720	8,59,935	84,958	4,31,067	21,245
		2nd half	11,78,652	42,75,537	15,45,878	8,30,148	1,05,601	4,79,731	22,793
		Total	23,17,240	84,37,476	30,89,598	16,90,083	1,90,559	9,10,798	44,038

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAFFIC EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R	R	R			
16,898	21,506	3,726	20,55,618	947	20,54,671	1st half	I	
10,894	23,366	4,348	20,98,385	...	20,98,385	2nd half		
27,792	44,962	8,074	41,54,003	947	41,53,056	Total.		
233	2,655	38	60,885	...	60,885	1st half	II	
—301	3,006	6	70,014	...	70,014	2nd half		
—78	5,661	44	1,30,899	...	1,30,899	Total.		
17	25,455	2,923	3,65,621	...	3,65,621	1st half	III	
21	28,319	1,479	3,60,895	...	3,60,895	2nd half		
38	53,774	4,402	7,26,516	...	7,26,516	Total.		
1,800	30,286	278	3,00,645	...	3,00,645	1st half	IV	
1,916	34,370	262	3,04,269	...	3,04,269	2nd half		
3,716	64,656	510	6,04,914	...	6,04,914	Total.		
					45,741	1st half	VI	
					41,694	2nd half		
					87,435	Total.		
					5,986	1st half	IX	
					13,944	2nd half		
					19,930	Total.		
					4,385	1st half		
					...	2nd half		
					4,385	Total.		
3,681	30,684	11,256	15,47,585	90,870	14,56,715	1st half	XI	
1,463	23,147	12,525	15,54,324	86,910	14,67,414	2nd half		
5,144	53,831	23,781	31,01,909	1,77,780	29,24,129	Total.		
					9,701	1st half	XII	
					10,503	2nd half		
					20,204	Total.		
239	13,892	1,689	4,52,166	...	4,52,166	1st half	XIII	
222	18,425	1,389	4,60,542	...	4,60,542	2nd half		
461	32,317	3,078	9,12,708	...	9,12,708	Total.		
2,662	1,706	11,259	7,63,409	3,994	7,59,415	1st half	XIV	
4,036	1,655	21,844	9,17,001	7,580	9,09,421	2nd half		
6,698	3,361	33,103	16,80,410	11,574	16,68,836	Total.		Including the metre and special gauge sections of the undertaking.
...	...	...	77,071	...	77,071	1st half	XV	
...	...	...	50,920	...	50,920	2nd half		
...	...	...	1,27,991	....	1,27,991	Total.		
...	6,344	982	2,49,399	...	2,49,399	1st half	XVI	
181	7,197	899	2,77,934	...	2,77,934	2nd half		
181	13,540	1,881	5,27,333	...	5,27,333	Total.		
5,858	20,712	18,957	15,63,024	...	15,63,024	1st half	XVII	
4,138	16,989	9,803	15,12,850	...	15,12,850	2nd half		
9,996	37,701	28,760	30,75,874	...	30,75,874	Total.		
1,580	18,073	7,221	5,27,480	9,262	5,18,218	1st half	XVIII	
1,847	18,475	690	5,31,643	18,544	5,13,099	2nd half		
3,427	36,548	7,911	10,59,123	27,806	10,31,317	Total.		
3,253	8,183	4,798	4,32,136	12,807	4,19,329	1st half	XIX	
3,591	5,155	6,572	4,39,498	13,133	4,26,365	2nd half		
6,844	13,338	11,370	8,71,634	25,940	8,45,694	Total.		
					52,041	1st half	XXIII	
					48,981	2nd half		
					1,01,022	Total.		
					3,528	1st half	XXV	
					11,323	2nd half		
					14,851	Total.		
837	10,670	37	1,30,895	5,986	1,30,910	1st half	XXXI	
791	8,663	71	1,37,519	13,944	1,23,575	2nd half		
1,628	19,333	108	2,74,414	19,930	2,54,485	Total.		
					3,801	1st half	XXXII	
					5,053	2nd half		
					8,854	Total.		
					1,933	1st half	XXXIII	
					2,168	2nd half		
					4,101	Total.		
37,058	1,00,256	63,164	85,31,934	1,23,866	85,35,185	1st half		
28,799	1,88,767	59,888	87,15,794	1,40,111	87,09,349	2nd half		
65,857	3,79,023	1,23,052	1,72,47,728	2,63,977	1,72,44,534	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF TRAFFIC

Half-years ended the 30th June and the 31st December 1899. [From Abstract D of

Classification Number.	Railway.	1899.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
			R	R	R	R	R	R	R
	STANDARD GAUGE—*concld.*								
	Brought forward STANDARD GAUGE.	1st half	11,38,588	41,61,939	15,43,720	8,59,935	84,958	4,31,067	21,245
		2nd half	11,78,652	42,75,537	15,45,878	8,30,148	1,05,601	4,79,731	22,793
		Total	23,17,240	84,37,476	30,89,598	16,90,083	1,90,559	9,10,798	44,038
XXXIV	Kolar Gold-fields	1st half / 2nd half / Total	Included with the Madras railway.						
XXXVI	Rájpura-Bhátinda	1st half / 2nd half / Total	Included with the North Western State railway.						
XXXVII	Jammu and Kashmir (Native state section)	1st half / 2nd half / Total	Included with the North Western State railway.						
	TOTAL STANDARD GAUGE	1st half	11,38,588	41,61,939	15,43,720	8,59,935	84,958	4,31,067	21,245
		2nd half	11,78,652	42,75,537	15,45,878	8,30,148	1,05,601	4,79,731	22,793
		Total	23,17,240	84,37,476	30,89,598	16,90,083	1,90,559	9,10,798	44,038
	METRE GAUGE.								
XXXIX	Bengal and North-Western—Tirhoot section / Company's section	1st half	50,113	1,09,024	40,402	28,079	3,275	16,616	9,299
		2nd half	53,157	1,20,803	41,215	29,506	2,460	20,482	15,052
		Total	1,03,270	2,29,287	81,617	57,585	5,735	37,098	24,351
XLI	Rajputana-Malwa	1st half	1,32,868	3,88,789	1,26,349	95,353	13,002	40,857	—2
		2nd half	1,43,316	4,12,329	1,34,654	82,385	12,413	51,305	—*109*
		Total	2,76,184	8,01,118	2,61,003	1,77,738	25,415	1,01,162	—*111*
XLII	Pálanpur-Deesa	1st half / 2nd half / Total	Included with the Rajputana-Malwa railway.						
XLIII	Southern Mahratta	1st half	76,564	1,63,830	56,807	49,924	7,033	24,282	...
		2nd half	84,124	1,66,614	64,873	54,849	9,542	30,090	...
		Total	1,60,688	3,30,450	1,21,680	1,04,773	16,575	54,372	...
XLIV	Guntakal-Mysore frontier	1st half / 2nd half / Total	Included with the Southern Mahratta railway.						
XLV	Mysore section (Southern Mahratta).	1st half / 2nd half / Total	Included with the Southern Mahratta railway.						
XLVI	South Indian	1st half	56,729	1,81,488	43,284	47,479	3,518	57,461	...
		2nd half	58,098	1,82,191	44,575	41,910	1	50,495	34
		Total	1,14,827	3,63,679	87,859	89,389	3,519	1,07,956	34
XLVII	Máyavaram-Mutupet	1st half / 2nd half / Total	Included with the South Indian railway.						
XLVIII	Assam-Bengal	1st half	23,182	47,005	11,744	10,121	3,576	5,870	7
		2nd half	21,358	48,508	11,170	12,245	403	11,789	—*1*
		Total	44,540	95,513	22,914	22,366	3,979	17,659	6
XLIX	Burma	1st half	62,381	2,46,839	68,046	48,764	5,692	34,842	...
		2nd half	61,637	2,34,293	58,912	48,601	3,947	30,798	...
		Total	1,24,018	4,81,132	1,26,958	97,365	9,639	65,640	...
LIII	Deoghur	1st half / 2nd half / Total	Details not furnished.						
LIV	Brahmaputra-Sultanpur (*a*)	1st half / 2nd half / Total.	Included with the Eastern Bengal State railway.						
LV	Mymensingh-Jamálpur-Jagannathganj	1st half / 2nd half / Total	Included with the Eastern Bengal State railway.						
	TOTAL METRE GAUGE carried over	1st half	4,01,837	11,36,981	3,46,632	2,79,720	36,096	1,88,928	9,304
		2nd half	4,21,690	11,64,738	3,55,399	2,69,496	28,766	1,94,959	14,976
		Total (*a*)	8,23,527	23,01,719	7,02,031	5,49,216	64,862	3,83,887	24,280

A—*continued.*

RAILWAYS—(Part I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	Total.	Deductions.	Net total.	1899.	Classification Number.	Remarks.
R	R	R	R	R	R			
37,058	1,90,256	63,164	85,31,934	1,23,866	85,35,185	1st half		
28,799	1,88,767	59,888	87,15,794	1,40,111	87,09,349	2nd half		
65,857	3,79,023	1,23,052	1,72,47,728	2,63,977	1,72,44,534	Total.		
					7,641	1st half	XXXIV	
					9,322	2nd half		
					16,963	Total.		
					27,111	1st half	XXXVI	
					25,424	2nd half		
					52,535	Total.		
					2,018	1st half	XXXVII	
					2,002	2nd half		
					4,020	Total.		
37,058	1,90,256	63,164	85,31,934	1,23,866	85,71,955	1st half		
28,799	1,88,767	59,888	87,15,794	1,40,111	87,46,097	2nd half		
65,857	3,79,023	1,23,052	1,72,47,728	2,63,977	1,73,18,052	Total.		
1,448	298	4,646	2,63,200	...	2,63,200	1st half	XXXIX	
3,769	3,167	7,581	2,97,192	...	2,97,192	2nd half		
5,217	3,465	12,227	5,60,392	...	5,60,392	Total.		
3,343	32,208	1,665	8,43,432	67,123	7,76,308	1st half	XLI	
5,032	37,553	1,152	8,80,030	61,222	8,18,808	2nd half		
8,375	69,761	2,817	17,23,462	1,28,345	15,95,116	Total.		
					1,421	1st half	XLII	
					1,482	2nd half		
					2,903	Total.		
3,915	22,228	193	4,04,782	91,403	3,13,379	1st half	XLIII	
3,587	23,105	1,547	4,38,331	98,318	3,40,013	2nd half		
7,502	45,333	1,740	8,43,113	1,89,721	6,53,932	Total.		
					19,983	1st half	XLIV	
					22,554	2nd half		
					42,537	Total.		
					56,023	1st half	XLV	
					61,194	2nd half		
					1,17,217	Total.		
1,417	8,120	2	3,99,498	14,666	3,84,833	1st half	XLVI	
1,165	8,089	4	3,86,562	14,711	3,71,851	2nd half		
2,582	16,209	6	7,86,060	29,377	7,56,684	Total.		
					11,138	1st half	XLVII	
					10,525	2nd half		
					21,663	Total.		
47	...	64	1,01,616	...	1,01,616	1st half	XLVIII	
489	...	43	1,06,004	...	1,06,004	2nd half		
536	...	107	2,07,620	...	2,07,620	Total.		
2,045	...	1,659	4,70,268	...	4,70,268	1st half	XLIX	
2,121	...	3,301	4,43,610	...	4,43,610	2nd half		
4,166	...	4,960	9,13,878	...	9,13,878	Total.		
			5,425	...	5,425	1st half / 2nd half	LIII	
			5,425	...	5,425	Total.		
					952	1st half	LIV	(a) Opened for traffic from the 1st April 1899.
					3,227	2nd half		
					4,179	Total.		
					3,042	1st half	LV	
					4,353	2nd half		
					7,395	Total.		
12,215	62,854	8,229	24,82,796	1,73,192	24,02,163	1st half		
16,163	71,914	13,628	25,51,729	1,74,251	24,80,813	2nd half		
28,378	1,34,768	21,857	50,39,950	3,47,443	48,88,401	Total (a)		(a) Including the Do[illegible]hur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF TRAFFIC

Half-years ended the 30th June and the 31st December 1899. [From Abstract D of

Classification Number.	Railway.	1899.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
			R	R	R	R	R	R	R
	METRE GAUGE—*concld.*								
	Brought forward METRE GAUGE	1st half	4,01,837	11,36,981	3,46,632	2,79,720	36,096	1,88,928	9,304
		2nd half	4,21,690	11,64,738	3,55,399	2,60,496	28,766	1,94,959	14,976
		Total (*a*)	8,23,527	23,01,719	7,02,031	5,49,216	64,862	3,83,887	24,280
LVI	Rohilkund and Kumaon (Company's section) (*b*)	1st half	12,547	26,054	6,589	6,105	562	5,179	...
		2nd half	14,390	25,899	6,681	6,870	700	4,024	...
		Total	26,937	51,953	13,270	12,975	1,262	9 203	...
LVII	Segowlie-Raxaul (*c*)	1st half	Included with the Bengal and North-Western railway.						
		2nd half							
		Total							
LVIII	Bengal-Dooars	1st half	4,029	8,381	671	754	95	699	...
		2nd half	3,811	9,754	702	388	101	625	...
		Total	7,840	18,135	1,373	1,142	196	1,324	...
LIX	Dibru-Sadiya	1st half	6,045	12,835	2,652	804	123	2,344	2,386
		2nd half	6,064	13,391	2,865	1,745	70	2,613	3,098
		Total	12,109	26,226	5,517	2,549	193	4,957	5,484
LX	Ledo and Tikak-Margherita Colliery.	1st half	Included with the Dibru-Sadiya railway.						
		2nd half							
		Total							
LXI	Ahmedabad-Parántij	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total							
LXII	Nílgiri (*d*)	1st half	Included with the Madras railway.						
		2nd half							
		Total							
LXIII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total							
LXIV	Hyderabad-Gódávari Valley (*e*)	1st half	...	...	...	...	...	...	...
		2nd half	1,575	3,703	1,034	642	...	568	...
		Total	1,575	3,703	1,034	642	...	568	...
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway.						
		2nd half							
		Total							
LXVI	Yesvantpur-Mysore frontier	1st half							
		2nd half							
		Total							
LXVII	Mysore-Nanjangúd	1st half							
		2nd half							
		Total							
LXVIII	Birur-Shimoga (*f*)	1st half							
		2nd half							
		Total							
LXXII	Jodhpur-Bikaner—								
	Jodhpur section	1st half	7,386	16,479	2,542	4,320	37	4,548	...
		2nd half	7,597	19,713	2,870	4,364	1	4,668	...
		Total	14,983	36,192	5,412	8,684	38	9,216	...
	Bikaner section	1st half	708	3,405	247	563	2	501	...
		2nd half	677	3,766	254	502	...	563	...
		Total	1,385	7,171	501	1,065	2	1,064	...
LXXIII	Udaipur-Chitor	1st half	1,951	3,129	456	1,085	364	1,709	...
		2nd half	2,065	3,684	478	859	165	1,856	...
		Total	4,016	6,813	934	1,944	529	3,565	...
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	18,889	56,426	8,447	13,339	564	8,588	...
		2nd half	18,527	53,708	7,729	10,674	1,646	7,710	...
		Total	37,416	1,10,134	16,176	24,013	2,210	16,298	...
LXXV	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway.						
		2nd half							
		Total							
LXXVI	Jámnagar	1st half							
		2nd half							
		Total							
LXXVII	Dhrángadrá	1st half							
		2nd half							
		Total							
	TOTAL METRE GAUGE	1st half	4,53,392	12,63,690	3,68,236	3,06,690	37,843	2,12,496	11,690
		2nd half	4,76,396	12,98,356	3,78,012	2,95,540	31,449	2,17,586	18,074
		Total (*a*)	9,29,788	25,62,046	7,46,248	6,02,230	69,292	4,30,082	29,764
	SPECIAL GAUGES								
LXXXIII	Jorhát (2′ 0″)	1st half	Details not furnished.						
		2nd half							
		Total							
LXXXIV	Cherra-Companyganj (2′ 6″)	1st half							
		2nd half							
		Total							
	TOTAL SPECIAL GAUGES carried over.	1st half							
		2nd half							
		Total							

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R	R	R			
12,215	62,854	8,229	24,82,796	1,78,192	24,02,163	1st half		
16,163	71,914	13,628	25,51,729	1,74,251	24,80,813	2nd half		
28,378	1,34,768	21,857	50,39,950	3,47,443	48,8[illegible],401	Total (a)		(a) Including the Deoghur railway, for which yearly figures are shown. (b) Including the Lucknow-Bareilly section.
597	9,502	19	67,154	...	67,154	1st half	LVI	
624	6,610	17	65,815	...	65,815	2nd half		
1,221	16,112	36	1,32,969	...	1,32,969	Total.		
			...	...	...	1st half	LVII	(c) Opened for traffic from the 1st March 1899.
			1,084	...	1,084	2nd half		
			1,084	...	1,084	Total .		
120	...	127	14,876	...	14,876	1st half	LVIII	
174	...	127	15,682	...	15,682	2nd half		
294	...	254	30,558	...	30,558	Total.		
126	...	2	27,317	1,899	25,418	1st half	LIX	
22	...	7	29,875	1,996	27,879	2nd half		
148	...	9	57,192	3,895	53,297	Total.		
					1,899	1st half	LX	
					1,996	2nd half		
					3,895	Total.		
					6,979	1st half	LXI	
					6,606	2nd half		
					13,585	Total.		
					606	1st half	LXII	(d) Opened for traffic from the 15th June 1899.
					3,800	2nd half		
					4,415	Total.		
					12,983	1st half	LXIII	
					11,440	2nd half		
					24,423	Total.		
...	...	...	...	...	...	1st half	LXIV	(e) Opened fo traffic from the 21st October 1899.
25	...	2	7,549	...	7,549	2nd half		
25	...	2	7,549	...	7,549	Total.		
					6,240	1st half	LXV	
					4,084	2nd half		
					10,924	Total.		
					8,268	1st half	LXVI	
					8,223	2nd half		
					16,491	Total.		
					890	1st half	LXVII	
					908	2nd half		
					1,858	Total.		
					...	1st half	LXVIII	(f) Opened for traffic from the 1st December 1899.
					696	2nd half		
					696	Total.		
67	793	...	36,172	...	36,172	1st half	LXXII	
111	899	...	40,223	...	40,223	2nd half		
178	1,692	...	76,395	...	76,395	Total.		
22	...	...	5,448	...	5,448	1st half		
6	...	...	5,768	...	5,768	2nd half		
28	...	...	11,216	...	11,216	Total.		
61	...	...	8,755	...	8,755	1st half	LXXIII	
2	...	...	9,109	...	9,109	2nd half		
63	...	...	17,864	...	17,864	Total.		
206	4,581	211	1,11,251	13,457	97,794	1st half	LXXIV	
243	3,989	268	1,04,494	11,497	92,997	2nd half		
449	8,570	479	2,15,745	24,954	1,90,791	Total.		
					6,768	1st half	LXXV	
					5,990	2nd half		
					12,758	Total.		
					4,284	1st half	LXXVI	
					3,813	2nd half		
					8,097	Total.		
					2,405	1st half	LXXVII	
					1,694	2nd half		
					4,099	Total.		
13,414	77,730	8,588	27,53,769	1,88,548	27,09,101	1st half		
17,370	83,412	14,049	28,31,328	1,87,744	27,96,838	2nd half		
30,784	1,61,142	22,637	55,90,522	2,76,292	55,11,364	Total (a)		
			9,490	...	9,490	1st half	LXXXIII	
			9,343	...	9,343	2nd half		
			18,833	...	18,833	Total.		
			2,958	...	2,958	1st half	LXXXIV	
			1,241	...	1,241	2nd half		
			4,199	...	4,199	Total.		
			12,448	...	12,448	1st half		
			10,584	...	10,584	2nd half		
			23,032	...	23,032	Total .		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF TRAFFIC

Half-years ended the 30th June and the 31st December 1899. [From Abstract D of

Classification Number.	Railway.	1899.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
			R	R	R	R	R	R	R
	SPECIAL GAUGES—*concld.*								
	Brought forward SPECIAL GAUGES	1st half							
		2nd half							
		Total							
LXXXVI	Darjeeling-Himalayan (2' 0")	1st half	3,575	14,131	5,476	2,413	446	1,074	...
		2nd half	3,740	17,455	5,823	4,295	42	593	...
		Total	7,315	31,586	11,299	6,708	488	1,667	...
LXXXVII	Bársi Light (2' 6")	1st half	509	4,039	315	143	101	777	..
		2nd half	503	3,187	323	188	75	629	...
		Total	1,012	7,226	638	331	176	1,406	...
LXXXVIII	Howrah-Amta (2' 0")	1st half	Details not furnished.						
		2nd half							
		Total							
LXXXIX	Howrah-Sheakha'la (2' 0")	1st half							
		2nd half							
		Total							
XC	Ránaghat-Krishnagar (2' 6")(*a*)	1st half							
		2nd half							
		Total							
XCI	Tárakeshwar-Magra (2' 6")	1st half							
		2nd half							
		Total							
XCII	Tezpore Bálipárá (2' 6")	1st half							
		2nd half							
		Total							
XCIV	Gwalior Light (2' 0") (*b*)	1st half							
		2nd half							
		Total							
XCV	The Gaekwar's Dabhoi (2' 6")	1st half	608	5,950	548	816	297	603	
		2nd half	608	5,031	776	623	372	555	...
		Total	1,216	10,981	1,324	1,439	669	1,158	...
XCVI	Rajpipla (2' 6")	1st half	288	428	210	—154	35	173	...
		2nd half	288	591	246	63	23	215	..
		Total	576	1,019	456	—91	58	388	...
XCVIII	Cooch Behar (2' 6")	1st half	Details not furnished.						
		2nd half							
		Total							
XCIX	Morvi (2' 6")	1st half	4,039	8,835	1,665	1,884	237	2,457	1,163
		2nd half	3,983	8,858	1,737	3,063	511	2,073	1,154
		Total	8,022	17,693	3,402	4,947	748	4,530	2,317
	TOTAL SPECIAL GAUGES	1st half	9,019	33,383	8,214	5,102	1,116	5,084	1,163
		2nd half	9,122	35,122	8,905	8,232	1,023	4,065	1,154
		Total	18,141	68,505	17,119	13,334	2,139	9,149	2,317
	TOTAL OF ALL GAUGES FOR THE YEAR.		32,65,169	1,10,67,527	38,52,965	23,05,647	2,61,990	13,49,929	76,119

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*concluded.*

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R	R	R			
...	...	...	12,448	...	12,448	1st half		
...	...	...	10,584	...	10,584	2nd half		
...	...	...	23,032	...	23,032	Total		
...	* 4,630	...	31,745	...	31,745	1st half	LXXXVI	(a) Opened for traffic from the 5th April 1899
...	3,898	...	35,846	...	35,846	2nd half		(b) Opened for traffic from the 2nd December 1899.
...	8,528	...	67,591	...	67,591	Total.		
65	2,941	...	8,893	...	8,893	1st half	LXXXVII	
34	2,744	...	7,683	..	7,683	2nd half		
99	5,688	...	16,576	...	16,576	Total.		
			22,211	...	22,211	1st half	LXXXVIII	
			22,645	...	22,645	2nd half		
			44,856	...	44,856	Total.		
			10,401	...	10,401	1st half	LXXXIX	
			10,106	...	10,106	2nd half		
			20,507	...	20,507	Total.		
			5,172	...	5,172	1st half	XC	
			10,879	...	10,879	2nd half		
			16,051	...	16,051	Total.		
			8,257	...	8,257	1st half	XCI	
			7,739	...	7,739	2nd half		
			15,996	...	15,996	Total.		
			7,781	...	7,781	1st half	XCII	
			7,880	...	7,880	2nd half		
			15,661	...	15,661	Total.		
			...	...	...	1st half	XCIV	
			2,252	...	2,252	2nd half		
			2,252	...	2,252	Total.		
...	2,786	...	11,606	...	11,606	1st half	XCV	
...	2,705	...	10,670	...	10,670	2nd half		
...	5,491	...	22,276	...	22,276	Total		
...	1,113	...	2,093	...	2,093	1st half	XCVI	
...	602	...	2,028	...	2,028	2nd half		
...	1,715	...	4,121	...	4,121	Total.		
...	...	...	5,780	...	5,780	1st half	XCVIII	
			6,817	...	6,817	2nd half		
			12,597	...	12,597	Total.		
82	...	251	20,613	...	20,613	1st half	XCIX	
66	...	93	21,538	...	21,538	2nd half		
148	...	344	42,151	...	42,151	Total.		
147	11,473	251	1,47,000	...	1,47,000	1st half		
100	9,049	93	1,56,667	...	1,56,667	2nd half		
247	21,422	344	3,03,667	...	3,03,667	Total		
96,888	5,61,585	1,46,033	2,31,41,916	6,40,269	2,31,33,083			

APPENDIX
STATISTICS OF INDIAN
DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract B of

Classification Number.	Railway.	1899.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
			R	R	R	R	R	R	R
	STANDARD GAUGE.								
I	East Indian	1st half	1,59,343	55,085	2,21,041	91,588	62,611	91,198	92,065
		2nd half	1,54,871	52,641	2,26,187	75,327	62,349	94,982	86,960
		Total	3,14,214	1,07,726	4,47,228	1,66,915	1,24,960	1,86,180	1,79,025
II	Bengal Central	1st half	19,759	13,165	14,612	1,862	1,234	7,251	4,005
		2nd half	18,995	12,954	15,558	1,560	1,128	8,028	3,230
		Total	38,754	26,119	30,170	3,422	2,362	15,279	7,235
III	Bengal-Nágpur	1st half	1,05,025	33,700	74,342	17,128	13,938	22,853	17,835
		2nd half	96,287	32,441	74,220	18,020	14,467	23,477	18,328
		Total	2,01,312	66,141	1,48,562	35,148	28,405	46,330	36,163
IV	Indian Midland	1st half	65,627	23,852	59,890	20,969	7,768	20,052	19,171
		2nd half	63,501	24,698	64,269	22,020	8,815	23,173	21,213
		Total	1,29,128	48,550	1,24,159	42,989	16,583	43,825	40,384
VI	Godhra-Rutlam-Nágdá	1st half / 2nd half / Total	Included with the Rajputana-Malwa railway.						
VII	Wardha Coal	1st half / 2nd half / Total	Included with the Great Indian Peninsula railway.						
VIII	Dhond-Manmád	1st half / 2nd half / Total	Included with the Great Indian Peninsula railway.						
IX	Bezwada extension (East Coast State).	1st half / 2nd half / Total	Included with the Nizam's Guaranteed State railway						
	Washermenpet-Ennúr Section (Bezwada-Madras.)	1st half / 2nd half / Total	Included with the Madras railway. Amalgamated with the East Coast State railway.						
XI	North Western State	1st half	23,047	58,714	1,87,738	49,981	44,141	55,583	62,580
		2nd half	...	56,183	1,88,930	55,896	44,749	44,705	66,076
		Total	23,047	1,14,897	3,76,668	1,05,877	88,890	1,00,288	1,28,656
XII	Hyderabad-Shadipalli	1st half / 2nd half / Total	Included with the North Western State railway.						
XIII	Oudh and Rohilkhand State.	1st half	8,411	22,696	76,554	17,015	11,864	15,311	15,294
		2nd half	...	24,675	77,694	18,082	11,899	14,504	16,000
		Total	8,411	47,371	1,54,248	35,097	23,763	29,815	31,294
XIV	Eastern Bengal State (\$)	1st half	15,912	42,130	93,777	11,214	22,801	29,765	17,213
		2nd half	...	42,885	96,500	10,839	23,878	21,604	18,619
		Total	15,912	85,015	1,90,277	22,053	46,679	51,369	35,832
XV	Calcutta Port Commissioners'	1st half	...	4,326	1,000	...	...	52	...
		2nd half	...	4,630	1,000	...	...	9	...
		Total	...	8,956	2,000	...	...	61	...
XVI	East Coast State	1st half	...	23,837	60,935	17,798	9,560	10,747	7,616
		2nd half	...	22,402	62,717	18,559	10,850	19,452	8,161
		Total	...	46,239	1,23,652	36,357	20,410	30,199	15,777
XVII	Great Indian Peninsula	1st half	45,704	52,180	1,69,196	57,376	37,223	35,061	74,907
		2nd half	46,799	51,872	1,67,681	50,511	33,187	37,762	77,785
		Total	92,503	1,04,052	3,36,877	1,07,887	70,410	72,823	1,52,692
XVIII	Bombay, Baroda and Central India.	1st half	16,904	16,791	72,866	31,101	14,989	20,175	30,217
		2nd half	25,432	15,401	71,815	32,747	16,006	17,584	32,362
		Total	42,336	32,192	1,44,681	63,848	30,995	37,759	62,579
XIX	Madras	1st half	38,192	28,458	73,431	12,231	16,292	9,706	19,115
		2nd half	39,909	28,079	75,862	12,590	16,377	8,927	22,123
		Total	78,101	56,537	1,49,293	24,821	32,669	18,633	41,238
XXIII	Southern Punjab (Delhi-Samásata).	1st half / 2nd half / Total	Included with the North Western State railway.						
XXV	Tápti Valley	1st half / 2nd half / Total	Included with the Bombay, Baroda and Central India railway.						
XXVII	Amráoti	1st half / 2nd half / Total	Included with the Great Indian Peninsula railway.						
XXVIII	Bína-Goona-Bárán	1st half / 2nd half / Total	Included with the Indian Midland railway.						
XXIX	Bhopal-Ujjain	1st half / 2nd half / Total	Included with the Indian Midland railway.						
XXXI	The Nizam's Guaranteed State	1st half	22,451	12,056	36,648	6,829	7,545	14,604	15,030
		2nd half	24,810	11,822	38,102	5,311	6,678	13,154	16,112
		Total	47,261	23,878	74,750	12,140	14,223	27,758	31,142
XXXII	Nágdá-Ujjain	1st half / 2nd half / Total	Included with the Bombay, Baroda and Central India railway.						
	TOTAL STANDARD GAUGE carried over.	1st half	5,20,375	3,86,990	11,42,030	3,35,092	2,49,966	3,32,958	3,86,969
		2nd half	4,70,604	3,80,683	11,60,535	3,21,462	2,50,383	3,27,361	3,75,048
		Total	9,90,979	7,67,673	23,02,565	6,56,554	5,00,349	6,60,319	7,62,017

—continued.

AILWAYS—(PART I)—*continued.*

ENERAL CHARGES.

avenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R	R	R			
3,306	2,47,122	2,346	10,25,705	369	10,25,336	1st half	I	
5,038	2,67,403	3,152	10,28,910	...	10,28,910	2nd half		
8,344	5,14,525	5,498	20,54,615	369	20,54,246	Total.		
470	9,855	5	72,218	...	72,218	1st half	II	
979	9,620	6	72,058	...	72,058	2nd half		
1,449	19,475	11	1,44,276	...	1,44,276	Total.		
3,384	79,833	167	3,68,205	...	3,68,205	1st half	III	
1,158	87,599	181	3,66,178	...	3,66,178	2nd half		
4,542	1,67,432	348	7,34,383	...	7,34,383	Total.		
734	50,953	2	2,69,618	...	2,69,618	1st half	IV	
1,048	51,321	3	2,80,061	...	2,80,061	2nd half		
1,782	1,02,274	5	5,49,679	...	5,49,679	Total.		
					35,509	1st half	VI	
					31,402	2nd half		
					66,911	Total.		
			(a) 675	...	(a) 675	1st half	VII	(a) Expenditure incurred direct by the State.
			(a) 675	...	(a) 675	2nd half		
			1,350	...	1,350	Total.		
			(a) 6,152	...	(a) 6,152	1st half	VIII	
			(a) 6,152	...	(a) 6,152	2nd half		
			12,304	...	12,304	Total.		
					5,875	1st half	IX	
					14,272	2nd half		
					20,147	Total.		
					2,935	1st half		
					...	2nd half		
					2,935	Total.		
2,029	2,51,001	2,363	7,37,177	49,690	6,87,487	1st half	XI	
3,067	2,61,136	2,030	7,22,772	49,437	6,73,335	2nd half		
5,096	5,12,137	4,393	14,59,949	99,127	13,60,822	Total.		
			(a) 5,855	...	(a) 5,855	1st half	XII	
			(a) 5,776	...	(a) 5,776	2nd half		
			11,631	...	11,631	Total.		
1,013	67,306	2,447	2,37,911	...	2,37,911	1st half	XIII	
1,012	68,252	1,110	2,33,228	...	2,33,228	2nd half		
2,025	1,35,558	3,557	4,71,139	...	4,71,139	Total.		
1,860	1,05,773	114	3,40,565	1,830	3,38,735	1st half	XIV	(b) Including the metre and special gauge sections of the undertaking.
5,001	1,11,592	121	3,31,039	1,337	3,29,702	2nd half		
6,867	2,17,365	235	6,71,604	3,167	6,68,437	Total.		
...	1,744	5,834	12,956	...	12,956	1st half	XV	
...	1,359	...	6,998	...	6,998	2nd half		
...	3,103	5,834	19,954	...	19,954	Total.		
2,811	57,375	576	1,91,255	...	1,91,255	1st half	XVI	
2,567	60,708	469	2,05,885	...	2,05,885	2nd half		
5,378	1,18,083	1,045	3,97,140	...	3,97,140	Total.		
1,761	1,46,05[illegible]	26,382	6,45,842	...	6,45,842	1st half	XVII	
4,052	1,52,[illegible]	26,804	6,49,149	...	6,49,149	2nd half		
5,813	2,98,748	53,186	12,94,991	...	12,94,991	Total.		
997	57,375	11,263	2,72,678	4,946	2,67,732	1st half	XVIII	
1,176	55,494	2,258	2,70,275	9,720	2,60,555	2nd half		
2,173	1,12,869	13,521	5,42,953	14,666	5,28,287	Total.		
2,824	70,481	18,147	2,88,877	10,795	2,78,082	1st half	XIX	
2,545	82,386	21,688	3,10,486	12,439	2,98,047	2nd half		
5,369	1,52,867	39,835	5,99,363	23,234	5,76,129	Total.		
					28,104	1st half	XXIII	
					27,989	2nd half		
					56,093	Total.		
					1,897	1st half	XXV	
					5,958	2nd half		
					7,855	Total.		
			(a) 443	...	(a) 443	1st half	XXVII	
			(a) 442	...	(a) 442	2nd half		
			885	...	885	Total.		
			(a) 1,380	...	(a) 1,380	1st half	XXVIII	
			(a) 2,205	...	(a) 2,205	2nd half		
			3,585	...	3,585	Total.		
			(a) 1,710	...	(a) 1,710	1st half	XXIX	
			(a) 1,710	...	(a) 1,710	Total.		
			3,420	...	3,420	2nd half		
469	18,723	22	1,34,377	5,875	1,28,502	1st half	XXXI	
706	18,598	118	1,35,411	14,272	1,21,139	2nd half		
1,175	37,321	140	2,69,788	20,147	2,49,643	Total.		
					2,044	1st half	XXXII	
					2,659	2nd half		
					4,703	Total.		
21,664	11,63,593	69,668	46,07,744	73,505	46,16,458	1st half		
28,349	12,28,164	57,940	46,29,410	87,295	46,24,485	2nd half		
50,013	23,91,757	1,27,608	92,37,154	1,60,710	92,40,943	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899.

[From Abstract E of

Classification Number.	Railway.	1899.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
			R	R	R	R	R	R	R
	STANDARD GAUGE—*concld.*								
	Brought forward STANDARD GAUGE.	1st half	5,20,375	3,86,990	11,42,030	3,35,092	2,49,966	3,32,958	3,86,969
		2nd half	4,70,604	3,80,683	11,60,535	3,21,462	2,50,383	3,27,361	3,75,048
		Total	9,90,979	7,67,673	23,02,565	6,56,554	5,00,349	6,60,319	7,62,017
XXXIII	The Gaekwar's Petlád	1st half	Included with the Bombay, Baroda and Central India railway						
		2nd half							
		Total							
XXXIV	Kolar Gold-fields	1st half	Included with the Madras railway.						
		2nd half							
		Total							
XXXVI	Rájpura-Bhátinda	1st half	Included with the North Western State railway.						
		2nd half							
		Total							
XXXVII	Jammu and Kashmir (Native State section)	1st half							
		2nd half							
		Total							
	TOTAL STANDARD GAUGE	1st half	5,20,375	3,86,990	11,42,030	3,35,092	2,49,960	3,32,958	3,75,048
		2nd half	4,70,604	3,80,683	11,60,535	3,21,462	2,50,383	3,27,361	3,86,969
		Total	9,90,979	7,67,673	23,02,565	6,56,554	5,00,349	6,60,319	7,62,017
	METRE GAUGE.								
XXXIX	Bengal and North-Western—Tirhoot section Company's section	1st half	46,509	9,840	59,263	4,708	6,302	10,742	21,109
		2nd half	54,054	12,729	63,487	9,237	6,789	14,761	20,690
		Total	1,00,563	22,569	1,22,750	13,945	13,091	25,503	41,799
XLI	Rajputana-Malwa	1st half	1,04,200	28,725	1,01,524	44,661	30,903	37,601	67,881
		2nd half	1,12,538	29,699	1,15,705	45,758	31,442	35,171	70,108
		Total	2,16,738	58,424	2,17,229	90,419	62,345	72,772	1,37,989
XLII	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total							
XLIII	Southern Mahratta	1st half	92,396	26,525	81,320	21,550	16,286	19,191	44,192
		2nd half	1,04,579	26,604	82,946	22,335	15,274	17,723	43,031
		Total	1,96,975	53,129	1,64,266	43,885	31,560	36,914	87,223
XLIV	Guntakal-Mysore frontier.	1st half	Included with the Southern Mahratta railway.						
		2nd half							
		Total							
XLV	Mysore section (Southern Mahratta).	1st half							
		2nd half							
		Total							
XLVI	South Indian	1st half	83,678	22,301	71,605	20,181	14,608	10,805	21,431
		2nd half	84,914	21,433	74,111	20,992	14,712	15,524	27,100
		Total	1,68,592	43,734	1,45,716	41,173	29,320	32,329	48,531
XLVII	Máyavaram-Mutupet	1st half	Included with the South Indian railway.						
		2nd half							
		Total							
XLVIII	Assam-Bengal	1st half	35,425	22,813	45,867	11,573	10,541	3,385	7,140
		2nd half	37,217	21,717	45,379	11,779	13,228	4,502	7,063
		Total	72,642	44,530	91,246	23,352	24,769	7,887	14,203
XLIX	Burma	1st half	81,290	29,337	65,084	16,971	12,389	16,953	51,144
		2nd half	92,986	33,833	55,099	16,237	14,189	17,538	31,392
		Total	1,74,276	63,170	1,20,183	33,208	26,578	34,491	82,536
LIII	Deoghur	1st half	Details not furnished.						
		2nd half							
		Total							
LIV	Brahmaputra-Sultanpur	1st half	Included with the Eastern Bengal State railway.						
		2nd half							
		Total							
LV	Mymensingh-Jamálpur-Jagannathganj	1st half							
		2nd half							
		Total							
LVI	Rohilkund and Kumaon (Company's section) (*a*).	1st half	17,553	7,419	16,584	4,317	1,604	4,602	6,492
		2nd half	17,705	8,547	16,680	4,557	1,640	9,427	6,642
		Total	35,258	15,966	33,264	8,874	3,244	14,029	13,134
LVII	Segowlie-Raxaul	1st half	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...
		Total							
LVIII	Bengal Dooars	1st half	4,924	1,790	1,884	180	416	1,117	645
		2nd half	4,196	1,191	1,862	224	416	851	632
		Total	9,120	2,981	3,746	404	832	1,968	1,277
	TOTAL METRE GAUGE carried over	1st half	4,66,075	1,48,750	4,43,131	1,24,141	93,049	1,10,396	2,20,034
		2nd half	5,08,189	1,55,753	4,55,269	1,31,119	97,690	1,15,497	2,06,658
		Total(*c*)	9,74,264	3,04,503	8,98,400	2,55,260	1,90,739	2,25,893	4,26,692

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GENERAL CHARGES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R	R	R			
21,664	11,63,593	69,668	46,07,744	73,505	46,16,458	1st half		
28,349	12,28,164	57,940	46,29,410	87,205	46,24,485	2nd half		
50,013	23,91,757	1,27,608	92,37,154	1,60,710	92,40,943	Total.		
					1,006	1st half	XXXIII	
					1,104	2nd half		
					2,110	Total.		
					5,103	1st half	XXXIV	
					6,585	2nd half		
					11,688	Total.		
					14,641	1st half	XXXVI	
					14,528	2nd half		
					29,169	Total.		
					1,090	1st half	XXXVII	
					1,144	2nd half		
					2,234	Total.		
21,664	11,63,593	69,668	46,07,744	73,505	46,38,298	1st half		
28,349	12,28,164	57,940	46,29,410	87,205	46,47,846	2nd half		
50,013	23,91,757	1,27,608	92,37,154	1,60,710	92,86,144	Total.		
998	51,907	341	2,11,719	...	2,11,719	1st half	XXXIX	
839	60,026	77	2,42,689	...	2,42,689	2nd half		
1,837	1,11,933	418	4,54,408	...	4,54,408	Total.		
390	1,86,182	150	6,02,217	50,718	5,51,499	1st half	XLI	
639	1,87,249	497	6,28,806	45,314	5,83,492	2nd half		
1,029	3,73,431	647	12,31,023	96,032	11,34,991	Total.		
					1,012	1st half	XLII	
					1,056	2nd half		
					2,068	Total.		
1,588	99,404	161	4,02,613	90,668	3,11,945	1st half	XLIII	
1,370	98,298	231	4,12,391	92,335	3,20,056	2nd half		
2,958	1,97,702	392	8,15,004	1,85,003	6,32,001	Total.		
					17,233	1st half	XLIV	
					18,465	2nd half		
					35,698	Total.		
					60,155	1st half	XLV	
					61,941	2nd half		
					1,22,096	Total.		
983	58,818	332	3,10,742	11,159	2,99,583	1st half	XLVI	
743	59,341	179	3,19,049	11,665	3,07,384	2nd half		
1,726	1,18,159	511	6,29,791	22,824	6,06,967	Total.		
					8,671	1st half	XLVII	
					8,701	2nd half		
					17,372	Total.		
484	26,830	10	1,64,068	...	1,64,068	1st half	XLVIII	
168	26,492	47	1,67,592	...	1,67,592	2nd half		
652	53,322	57	3,31,660	...	3,31,660	Total.		
650	74,893	494	3,49,205	...	3,49,205	1st half	XLIX	
1,664	73,526	588	3,37,052	...	3,37,052	2nd half		
2,314	1,48,419	1,082	6,86,257	...	6,86,257	Total.		
			2,533	...	2,533	1st half	LIII	
						2nd half		
			2,533	...	2,533	Total.		
					894	1st half	LIV	
					706	2nd half		
					1,600	Total.		
					936	1st half	LV	
					631	2nd half		
					1,567	Total.		(a) Including the Lucknow-Bareilly section.
126	13,051	5	71,854	...	71,854	1st half	LVI	
255	13,403	22	78,878	...	78,878	2nd half		
381	26,454	27	1,50,732	...	1,50,732	Total.		
			...	...	...	1st half	LVII	
			829	...	829	2nd half		
			829	...	829	Total.		
20	2,049	2	13,027	...	13,027	1st half	LVIII	
...	2,263	1	11,636	...	11,636	2nd half		
20	4,312	3	24,663	...	24,663	Total.		
5,239	5,13,134	1,495	21,25,444	1,52,545	20,61,800	1st half		
5,678	5,20,598	1,642	21,98,922	1,49,314	21,11,108	2nd half		
10,917	10,33,732	3,137	43,26,899	3,01,859	42,05,441	Total(c)		(c) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract B of

Classification Number.	Railway.	1899.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
			R	R	R	R	R	R	R
	METRE GAUGE—*concld.* Brought forward METRE GAUGE	1st half	4,66,075	1,48,750	4,43,131	1,24,141	93,049	1,10,396	2,20,034
		2nd half	5,08,189	1,55,753	4,55,269	1,31,119	97,690	1,15,497	2,06,658
		Total (a)	9,74,264	3,04,503	8,98,400	[illegible]	1,90,739	2,25,893	4,26,692
LIX	Dibru-Sadiya	1st half	12,921	6,134	6,437	2,897	2,296	2,758	...
		2nd half	12,921	6,034	6,674	2,744	2,302	3,685	...
		Total	25,842	12,168	13,111	5,641	4,598	6,443	...
LX	Ledo and Tikak-Margherita Colliery	1st half	Included with the Dibru-Sadiya railway.						
		2nd half							
		Total							
LXI	Ahmedabad-Parántij	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total							
LXII	Nílgiri	1st half	Included with the Madras railway.						
		2nd half							
		Total							
LXIII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway						
		2nd half							
		Total							
LXIV	Hyderabad-Godávari Valley.	1st half	...	...	...	...	...	...	...
		2nd half	660	315	1,120	...	...	305	1,742
		Total	660	315	1,120	...	...	305	1,742
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway.						
		2nd half							
		Total							
LXVI	Yesvantpur-Mysore frontier.	1st half							
		2nd half							
		Total							
LXVII	Mysore-Nanjangúd	1st half							
		2nd half							
		Total							
LXVIII	Birur-Shimoga	1st half							
		2nd half							
		Total							
LXXII	Jodhpur-Bikaner— Jodhpur section	1st half	...	...	13,512	1,542	781	419	355
		2nd half	...	...	14,998	1,774	905	515	216
		Total	...	...	28,510	3,316	1,686	934	571
	Bikaner section	1st half	...	...	1,294	155	60	165	108
		2nd half	...	...	1,324	154	60	213	125
		Total	...	...	2,618	309	120	378	233
LXXIII	Udaipur-Chitor	1st half	...	1,741	1,604	94	205	917	...
		2nd half	...	2,260	1,768	136	668	608	...
		Total	...	4,001	3,372	230	873	1,525	...
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	3,800	12,731	29,350	5,963	7,330	7,642	14,211
		2nd half	3,550	12,917	29,446	6,025	7,645	5,965	14,107
		Total	7,350	25,648	58,796	11,988	14,975	13,607	28,318
LXXV	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway						(b) 1,567
		2nd half							(b) 1,567
		Total							3,134
LXXVI	Jámnagar	1st half							(b) 2,062
		2nd half							(b) 232
		Total							2,294
LXXVII	Dhrángadrá	1st half	...	...	...	...	...	...	(b) 722
		2nd half	...	...	...	...	...	...	(b) 666
		Total	...	...	...	...	...	...	1,388
	TOTAL METRE GAUGE	1st half	4,82,796	1,69,356	4,95,328	1,34,792	1,03,720	1,22,297	2,39,059
		2nd half	5,25,320	1,77,279	5,10,599	1,41,952	[illegible]	1,26,788	2,25,313
		Total (a)	10,08,116	3,46,635	10,05,927	2,76,744	[illegible]	2,49,085	4,64,372
	SPECIAL GAUGES.								
LXXXIII	Jorhát (2' 0")	1st half	Details not furnished.						
		2nd half							
		Total							
LXXXIV	Cherra-Companyganj (2' 0").	1st half							
		2nd half							
		Total							
LXXXVI	Darjeeling-Himalayan (2' 0").	1st half	8,403	13,204	7,860	...	2,667	3,633	...
		2nd half	11,113	13,859	7,862	...	2,644	2,623	...
		Total	19,516	27,063	15,722	...	5,311	6,256	...
LXXXVII	Bársi Light (2' 6")	1st half	6,579	9,307	2,100	738	648	667	118
		2nd half	2,477	9,588	2,100	724	639	623	112
		Total	9,056	18,895	4,200	1,462	1,287	1,290	230
LXXXVIII	Howrah-Amta (2' 0")	1st half	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...
		Total	...	...	...	...	...	...	...
	TOTAL SPECIAL GAUGES carried over.	1st half	14,982	22,511	9,960	738	3,315	4,300	118
		2nd half	13,590	23,447	9,962	724	3,283	3,246	112
		Total	28,572	45,958	19,922	1,462	6,598	17,546	230

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GENERAL CHARGES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.
R	R	R	R	R	R		
5,239	5,13,134	1,495	21,25,444	1,52,545	20,61,800	1st half	
5,678	5,20,598	[illegible]	[illegible]	[illegible]	21,41,108	2nd half	
10,917	10,33,732	[illegible]	[illegible]	[illegible]	[illegible]	Total (a)	
25	*6,701	1	[illegible]	986	38,684	1st half	LIX
10	6,500	[illegible]	[illegible]	1,030	39,840	2nd half	
35	12,701	1	[illegible]	2,016	78,524	Total.	
					986	1st half	LX
					1,030	2nd half	
					2,016	Total.	
					4,960	1st half	LXI
					4,707	2nd half	
					9,667	Total.	
					78	1st half	LXII
					1,461	2nd half	
					1,539	Total.	
					9,237	1st half	LXIII
					8,149	2nd half	
					17,386	Total.	
...	...	...	...	...	...	1st half	LXIV
19	265	...	4,426	...	4,426	2nd half	
19	265	...	4,426	...	4,426	Total.	
					5,382	1st half	LXV
					3,835	2nd half	
					9,217	Total.	
					7,130	1st half	LXVI
					6,732	2nd half	
					13,862	Total.	
					767	1st half	LXVII
					792	2nd half	
					1,559	Total.	
					...	1st half	LXVIII
					570	2nd half	
					570	Total.	
...	7,966	...	24,575	...	24,575	1st half	LXXII
...	8,661	...	27,069	...	27,069	2nd half	
...	16,627	...	51,644	...	51,644	Total.	
...	802	...	2,584	...	2,584	1st half	
...	870	...	2,746	...	2,746	2nd half	
...	1,672	...	5,330	...	5,330	Total.	
...	1,697	...	6,258	...	6,258	1st half	LXXIII
...	1,710	...	7,150	...	7,150	2nd half	
...	3,407	...	13,408	...	13,408	Total.	
140	21,014	4	1,02,184	20,840	81,344	1st half	LXXIV
90	20,561	...	1,00,307	18,652	81,655	2nd half	
230	41,575	4	2,02,491	39,492	1,62,999	Total.	
...	...	...	(b) 1,567	...	(c)12,043	1st half	LXXV
...	...	...	(b) 1,557	...	(c) 11,285	2nd half	
...	...	...	3,124	...	23,328	Total.	
...	...	...	(b) 2,062	...	(d)8,700	1st half	LXXVI
...	...	...	(b) 232	...	(d)6,418	2nd half	
...	...	...	2,294	...	15,118	Total.	
...	...	...	(b) 722	...	(e) 4,447	1st half	LXXVII
...	...	...	(b) 666	...	(e) 3,414	2nd half	
...	...	...	1,388	...	7,861	Total.	
5,404	5,50,813	[illegible]	23,05,067	1,74,371	22,68,976	1st half	
5,797	5,59,166	[illegible]	[illegible]	1,68,996	23,52,387	2nd half	
11,201	11,09,979	[illegible]	46,91,555	3,43,367	46,23,896	Total(a)	
			6,111	...	6,111	1st half	LXXXIII
			5,986	...	5,986	2nd half	
			12,097	...	12,097	Total.	
			1,918	...	1,918	1st half	LXXXIV
			1,295	...	1,295	2nd half	
			3,213	...	3,213	Total.	
125	4,491	...	[illegible]	471	[illegible]	1st half	LXXXVI
249	4,489	[illegible]	[illegible]	75	42,114	2nd half	
374	8,980	...	[illegible]	1,196	[illegible]	Total.	
2	1,060	...	21,219	...	21,219	1st half	LXXXVII
...	906	3	17,172	...	17,172	2nd half	
2	1,060	3	38,391	...	38,391	Total.	
...	...	...	7,345	...	7,345	1st half	LXXXVIII
...	...	...	5,636	...	5,636	2nd half	
...	...	...	12,981	...	12,981	Total.	
127	5,551	...	76,976	471	76,505	1st half	
249	5,395	3	72,928	725	72,203	2nd half	
376	10,946	3	1,49,904	1,190	1,48,708	Total.	

REMARKS.

(a) Including the Deoghur railway, for which yearly figures are shown.

(b) Expenditure incurred direct by the railway.

(c) Including R10,476 in the first half and R9,718 in the second half of 1899 charged by the Bhávnagar-Gondal-Junágad-Porbandar railway for working the line. The details are included with the figures of the former line.

(d) Including R6,638 in the first half and R6,186 in the second half of 1899, charged by the Bhávnagar-Gondal-Junágad-Porbandar railway for working the line. The details are included with the figures of the former line.

(e) Including R3,725 in the first half and R2,748 in the second half of 1899 charged by the Bhavnagar-Gondal-Junágad-Porbandar railway for working the line. The details are included with the figures of the former line.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1899. [From Abstract E of

Classification Number.	Railway.	1899.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
	SPECIAL GAUGES—*concld.*		R	R	R	R	R	R	R
	Brought forward SPECIAL GAUGES	1st half	14,982	22,511	9,960	738	3,315	4,300	118
		2nd half	13,590	23,447	9,962	[illegible]	3,283	3,246	112
		Total	28,572	45,958	19,922	[illegible]	6,598	7,546	230
LXXXIX	Howrah-Sheakhalla (2' 0")	1st half	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	..	...
		Total	...	...	...	...	...	...	...
XC	Ránaghat-Krishnagar (2' 6").	1st half	Details not furnished.						
		2nd half							
		Total							
XCI	Tarakeshwar-Magra (2' 6").	1st half	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...
		Total	...	...	...	...	...		
XCII	Tezpur-Bálipárá (2' 6")	1st half	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...
		Total	...	...	...		...	...	...
XCIV	Gwalior Light (2' 0")	1st half	Details not furnished.						
		2nd half							
		Total							
XCV	The Gaekwar's Dabhoi (2' 6")	1st half	...	608	1,608	152	300	499	1,720
		2nd half	...	608	1,608	152	300	459	1,797
		Total	...	1,216	3,216	304	600	958	3,517
XCVI	Rajpipla (2' 6")	1st half	...	288	288	72	90	380	...
		2nd half	...	288	288	73	90	388	...
		Total	...	576	576	145	180	768	...
XCVIII	Cooch Behar (2' 6")	1st half	Details not furnished.						
		2nd half							
		Total							
XCIX	Morvi (2' 6")	1st half	...	3,895	6,285	2,243	572	1,703	1,336
		2nd half	...	5,428	6,610	6,391	310	1,801	1,325
		Total	...	9,323	12,895	8,634	882	3,504	2,661
	TOTAL SPECIAL GAUGES	1st half	14,982	27,302	18,141	3,205	4,277	6,882	3,174
		2nd half	13,590	29,771	18,468	7,340	3,983	5,894	3,234
		Total	28,572	57,073	36,609	10,545	8,260	12,776	6,408
	TOTAL OF ALL GAUGES FOR THE YEAR		20,27,667	11,71,381	33,45,101	9,43,843	7,21,600	9,22,180	12,32,797

A—*continued.*

RAILWAYS (PART I)—*continued.*

GENERAL CHARGES—*concluded.*

Revenue Accounts.] Half-years ended 30th June and the 31st December 1899.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R	R	R			
127	5,551	...	76,976	471	76,505			
249	5,395	3	72,028	725	72,203			
376	10,946	3	1,49,004	1,196	1,48,708			
...	...	...	2,939	...	2,939	1st half	LXXXIX	
...	...	...	2,521	...	2,521	2nd half		
...	...	...	5,460	...	5,460	Total		
...	...	...	1,000	...	1,000	1st half	XC	
			3,985	...	3,985	2nd half		
			4,985		4,985	Total		
...	...	...	6,486	...	6,486	1st half	XCI	
...	...	...	5,546	...	5,546	2nd half		
...	...	...	12,032	...	12,032	Total		
...	...	...	6,738	...	6,738	1st half	XCII	
...	...	...	6,453	...	6,453	2nd half		
...	...	...	13,191	...	13,191	Total		
...	...	...	...	...	...	1st half	XCIV	
			549	...	549	2nd half		
			549		549	Total		
7	1,843	...	6,737	...	6,737	1st half	XCV	
...	2,382	...	7,306	...	7,306	2nd half		
7	4,225	...	14,043	...	14,043	Total		
...	623	...	1,741	...	1,741	1st half	XCVI	
4	162	...	1,293	...	1,293	2nd half		
4	785	...	3,034	...	3,034	Total		
...	...	...	3,175	...	3,175	1st half	XCVIII	
			1,869	...	1,869	2nd half		
...	...	...	5,044	...	5,044	Total		
14	3,325	...	19,373	...	19,373	1st half	XCIX	
77	3,296	...	25,238	...	25,238	2nd half		
91	6,621	...	44,611	...	44,611	Total		
148	11,342	...	1,25,165	471	1,24,694	1st half		
330	11,235	3	1,27,688	725	1,26,963	2nd half		
478	22,577	3	2,52,853	1,196	2,51,657	Total		
61,692	35,24,313	1,30,753	1,41,81,561	5,05,273	1,41,61,697			

APPENDIX

STATISTICS OF INDIAN

SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1899. [From Abstract G of

Classification Number.	Railway.	1899.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
			R	R	R	R
	STANDARD GAUGE.					
I	East Indian	1st half	16,574	24,987	42,404	6,37,130
		2nd half	8,279	42,492	46,753	2,81,865
		Total	24,853	67,479	89,157	9,18,995
II	Bengal Central	1st half	629	957	1,277	21,036
		2nd half	780	643	1,818	14,116
		Total	1,409	1,600	3,095	35,152
III	Bengal-Nágpur	1st half	88	330	390	41,397
		2nd half	34	681	714	43,395
		Total	122	1,011	1,104	84,792
IV	Indian Midland	1st half	157	3,086	285	98,921
		2nd half	29	2,925	303	1,02,970
		Total	186	6,011	588	2,01,891
VI	Godhra-Rutlam-Nágdá	1st half 2nd half Total	Included with the Rajputana-Malwa railway			...
IX	Bezwada extension (East Coast State)	1st half 2nd half Total	Included with the Nizam's Guaranteed state railway			...
XI	North Western State	1st half	—604	11,389	25,561	80,416
		2nd half	33	1,416	15,930	65,107
		Total	—571	12,805	41,491	1,45,523
XII	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North-Western State railway			...
XIII	Oudh and Rohilkhand State	1st half	238	2,053	1,079	1,33,268
		2nd half	203	910	2,724	52,771
		Total	441	2,963	3,803	1,86,039
XIV	Eastern Bengal State (a)	1st half	882	33,190	14,483	...
		2nd half	2,925	27,859	16,528	76,332
		Total	3,807	61,049	31,011	76,332
XV	Calcutta Port Commissioners'	1st half	...	256	2,261	1,949
		2nd half	...	48	2,261	1,122
		Total	...	304	4,522	3,071
XVI	East Coast State	1st half	219	149	4,118	20,264
		2nd half	334	—2	4,479	1,697
		Total	553	147	8,597	21,961
XVII	Great Indian Peninsula	1st half	10,442	26,930	31,683	2,97,207
		2nd half	2,206	10,195	35,535	2,33,471
		Total	12,648	37,125	67,218	5,30,678
XVIII	Bombay, Baroda and Central India	1st half	2,379	7,355	25,803	27,307
		2nd half	6,477	12,248	23,098	29,985
		Total	8,856	19,603	48,901	57,292
XIX	Madras	1st half	593	4,023	10,954	5,502
		2nd half	352	5,304	12,583	...
		Total	945	9,327	23,537	5,502
XXI	Tarkessur	1st half 2nd half Total	Included with the East Indian railway			
XXIII	Southern Punjab (Delhi-Samásata)	1st half 2nd half Total	Included with the North-Western State railway			...
XXV	Tápti Valley	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.			...
XXVIII	Bína-Goona-Bárán	1st half 2nd half Total	Included with the Indian Midland railway			
XXIX	Bhopal-Ujjain	1st half 2nd half Total	Included with the Indian Midland railway			
XXXI	The Nizam's Guaranteed state	1st half	640	1,126	35	10,498
		2nd half	510	1,670	74	14,855
		Total	1,150	2,796	109	25,353
XXXII	Nágdá-Ujjain	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.			
XXXIII	The Gaekwar's Petlád	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.			
	TOTAL STANDARD GAUGE carried over.	1st half	32,237	1,15,831	1,60,333	13,74,895
		2nd half	22,162	1,06,389	1,62,800	9,17,686
		Total	54,399	2,22,220	3,23,133	22,92,581

A—*continued.*

RAILWAYS—(PART I)—*continued.*

LANEOUS EXPENDITURE.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R			
81,823	8,02,918	...	8,02,918	1st half	I	
32,789	4,12,178	...	4,12,178	2nd half		
1,14,612	12,15,096	...	12,15,096	Total		
2,127	26,026	...	26,026	1st half	II	
2,552	19,909	...	19,909	2nd half		
4,679	45,935	...	45,935	Total		
30,768	72,973	...	72,973	1st half	III	
43,796	88,620	...	88,620	2nd half		
74,564	1,61,593	...	1,61,593	Total		
26,950	1,29,399	...	1,29,399	1st half	IV	
46,585	1,52,812	...	1,52,812	2nd half		
73,535	2,82,211	...	2,82,211	Total		
...	...	...	4,309	1st half	VI	
			4,041	2nd half		
			8,410	Total		
...	...	...	5,798	1st half	IX	
			14,104	2nd half		
			19,992	Total		
1,70,045	2,86,807	14,232	2,72,575	1st half	XI	
1,79,251	2,61,737	12,491	2,49,246	2nd half		
3,49,296	5,48,544	26,723	5,21,821	Total		
...	...	...	1,519	1st half	XII	
			1,576	2nd half		
			3,095	Total		
36,135	1,72,773	...	1,72,773	1st half	XIII	
45,412	1,02,020	...	1,02,020	2nd half		
81,547	2,74,793	...	2,74,793	Total		
57,912	1,06,467	55	1,06,412	1st half	XIV	(a) Including the metre and special gauge sections of the undertaking.
82,237	2,05,881	300	2,05,581	2nd half		
1,40,149	3,12,348	355	3,11,993	Total		
600	5,066	...	5,066	1st half	XV	
...	3,431	...	3,431	2d half		
600	8,497	...	8,497	Total		
15,612	40,362	...	40,362	1st half	XVI	
22,488	28,996	...	28,996	2nd half		
38,100	69,358	...	69,358	Total		
1,01,099	4,67,361	10,106	4,57,255	1st half	XVII	
53,703	3,35,110	2,558	3,32,552	2nd half		
1,54,802	8,02,471	12,664	7,89,807	Total		
47,766	1,10,610	1,869	1,08,741	1st half	XVIII	
11,014	82,822	3,613	79,209	2nd half		
58,780	1,93,432	5,482	1,87,950	Total		
31,052	52,124	1,654	50,470	1st half	XIX	
41,773	60,012	7,015	52,997	2nd half		
72,825	1,12,136	8,669	1,03,467	Total		
22,267	22,267	...	22,267	1st half	XXI	
17,781	17,781	...	17,781	2nd half		
40,048	40,048	...	40,048	Total		
			8,151	1st half	XXIII	
			6,997	2nd half		
			15,148	Total		
			708	1st half	XXV	
			1,700	2nd half		
			2,408	Total		
(b) 1,993	(b) 1,993	...	(b) 1,993	1st half	XXVIII	(b) Expenditure incurred direct by the State.
(b) 1,993	(b) 1,993	...	(b) 1,993	2nd half		
3,986	3,986	...	3,986	Total		
...	...	...		1st half	XXIX	
(b) 9,840	(b) 9,840	...	(b) 9,840	2nd half		
9,840	9,840	...	9,840	Total		
18,223	30,522	5,798	24,724	1st half	XXXI	
15,189	32,298	14,194	18,104	2nd half		
33,412	62,820	19,992	42,828	Total		
			762	1st half	XXXII	
			759	2nd half		
			1,521	Total		
			399	1st half	XXXIII	
			354	2nd half		
			753	Total		
6,44,372	23,27,668	33,714	23,15,600	1st half		
6,06,403	18,15,440	48,171	18,04,890	2nd half		
12,50,775	41,43,108	73,885	41,20,550	Total		

APPENDIX

STATISTICS OF INDIAN

SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1899.

[From Abstract G of

Classification Number.	Railway.	1899.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
	STANDARD GAUGE—*concld.*		R	R	R	R
	Brought forward STANDARD GAUGE	1st half	32,237	1,15,831	1,60,333	13,74,895
		2nd half	22,162	1,06,389	1,62,800	9,17,086
		Total	54,399	2,22,220	3,23,133	22,92,581
XXXIV	Kolar Gold-fields	1st half	Included with the Madras railway.			(c) 5,312
		2nd half				(d) 4,143
		Total				9,455
...	Washermenpet-Ennúr Section (Bezawada Madras)*.	1st half				(f) 3,195
		2nd half				...
		Total				3,195
XXXVI	Rájpura-Bhátinda	1st half	Included with the North-Western State railway.			
		2nd half				
		Total				
XXXVII	Jammu and Kashmir	1st half				
		2nd half				
		Total				
	TOTAL STANDARD GAUGE	1st half	32,237	1,15,831	1,60,333	13,83,402
		2nd half	22,162	1,06,389	1,62,800	9,21,829
		Total	54,399	2,22,220	3,23,133	23,05,231
	METRE GAUGE.					
XXXIX	Bengal and North-Western— Tirhoot section, Company's section	1st half	1,701	5,824	1,742	95,410
		2nd half	1,215	5,032	1,820	21,299
		Total	2,916	11,456	3,562	1,16,709
XLI	Rajputana-Malwa	1st half	1363	7,175	4,594	4,880
		2nd half	109	3,237	2,687	82,733
		Total	1,472	10,412	7,281	87,613
XLII	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.			
		2nd half				
		Total				
XLIII	Southern Mahratta	1st half	1,130	1,230	630	6,000
		2nd half	—522	3,332	5,376	15,645
		Total	608	4,562	6,006	21,645
XLIV	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.			
		2nd half				
		Total				
XLV	Mysore section (Southern Mahratta)	1st half				
		2nd half				
		Total				
XLVI	South Indian	1st half	136	840	15,624	20,796
		2nd half	128	796	5,349	5,381
		Total	264	1,636	20,973	26,177
XLVII	Máyavaram-Mutupet	1st half	Included with the South Indian railway			(a) 8,870
		2nd half				(a) 9,053
		Total				17,923
XLVIII	Assam-Bengal	1st half	492	938	2,828	...
		2nd half	564	3,497	1,617	...
		Total	1,056	4,435	4,445	...
XLIX	Burma	1st half	2,362	9	13,806	...
		2nd half	...	1,858	16,896	...
		Total	2,362	1,867	30,702	...
LIII	Deoghur	1st half	Details not furnished.			
		2nd half				
		Total				
LIV	Brahmaputra-Sultanpur (e)	1st half	Included with the Eastern Bengal State railway.			
		2nd half				
		Total				
LV	Mymensingh-Jamálpur-Jagannathganj	1st half				
		2nd half				
		Total				
	TOTAL METRE GAUGE carried over	1st half	7,184	10,016	39,224	1,35,956
		2nd half	1,494	18,352	33,745	1,34,111
		Total (d	8,678	34,368	72,969	2,70,067

A—*continued.*

RAILWAYS—(PART I)—*continued.*

LANEOUS EXPENDITURE—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R			
6,41,372	23,27,668	33,714	23,15,660	1st half		
6,06,403	18,15,440	40,171	18,04,890	2nd half		
12,50,775	41,43,108	73,885	41,20,550	Total		
...	(c)5,312	...	(e)6,232	1st half	XXXIV	
...	(d)4,143	...	(e)5,416	2nd half		
...	9,455	...	11,648	Total		
...	3,195	...	(g)3,725	1st half	XXXV	
...	...	...	...	2nd half		
...	3,195	...	3,725	Total		
			4,246	1st half	XXXVI	
			3,632	2nd half		
			7,878	Total		
			316	1st half	XXXVII	
			286	2nd half		
			602	Total		
6,44,372	23,36,175	33,714	23,30,179	1st half		
6,06,403	18,19,583	40,171	19,14,224	2nd half		
12,50,775	41,55,758	73,885	41,44,403	Total		
59,706	1,64,383	...	1,64,383	1st half	XXXIX	
1,31,580	1,61,546	...	1,61,546	2nd half		
1,91,286	3,25,929	...	3,25,929	Total		
92,755	1,10,767	7,186	1,03,581	1st half	XLI	
90,000	1,78,766	7,981	1,70,785	2nd half		
1,82,755	2,89,533	15,167	2,74,366	Total		
			185	1st half	XLII	
			292	2nd half		
			477	Total		
68,397	77,387	21,750	55,637	1st half	XLIII	
59,998	83,829	24,205	59,624	2nd half		
1,28,395	1,61,216	45,955	1,15,261	Total		
			4,755	1st half	XLIV	
			5,553	2nd half		
			10,308	Total		
			13,331	1st half	XLV	
			15,065	2nd half		
			28,396	Total		
15,957	53,353	2,000	51,353	1st half	XLVI	
40,870	52,524	2,012	50,512	2nd half		
56,827	1,05,877	4,012	1,01,865	Total		
...	8,870	...	(b) 10,438	1st half	XLVII	
...	9,053	...	(b) 10,568	2nd half		
...	17,923	...	21,006	Total		
4,349	8,607	...	8,607	1st half	XLVIII	
3,786	9,464	...	9,464	2nd half		
8,135	18,071	...	18,071	Total		
32,346	48,523	...	48,523	1st half	XLIX	
33,277	52,031	...	52,031	2nd half		
65,623	1,00,554	...	1,00,554	Total		
	199	...	199	1st half / 2nd half	LIII	
	199	...	199	Total		
	...	...	...	1st half	LIV	
	...	...	90	2nd half		
	...	...	90	Total		
	...	...	55	1st half	LV	
	...	...	210	2nd half		
	...	...	265	Total		
2,73,510	4,72,089	30,936	4,61,137	1st half		
3,59,511	5,47,213	34,198	5,35,650	2nd half		
6,33,021	10,19,302	65,134	9,96,787	Total (d)		

(c) Represents the amount paid to the Madras railway for use of rolling stock and Bowringpet joint station.

(d) Represents the amount paid to the Madras railway for use of rolling stock less a credit of R1,095 for Bowringpet joint station.

(e) Including R920 in the first-half and R1,273 in the second-half of 1899, charged by the Madras railway for working this line. The details are included with the figures of the Madras railway.

(f) Represents the amount paid to the Madras railway for use of rolling stock and Ennúr joint station.

(g) Including R530 charged by the Madras railway for working this line. The details are included with the figures of the Madras railway.

*Transferred to the East Coast State railway from the 1st July 1899.

(a) Represents the amount paid to the South Indian railway for use of rolling stock and interest on works solely and jointly used at Máyavaram and Tiruvallur stations.

(b) Including R 1,568 in the first-half and R1,515 in the second-half of 1899, charged by the South Indian railway for working this line. The details are included with the figures of the South Indian railway.

(c) Opened for traffic on the 1st April 1899.

(d) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1899. [From Abstract G of

Classification Number	Railway.	1899.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
			R	R	R	R
	METRE GAUGE—*concld.* Brought forward METRE GAUGE	1st half	7,184	16,016	39,224	1,35,956
		2nd half	1,494	18,352	33,745	1,34,111
		Total (*a*)	8,678	34,368	72,969	2,70,067
LVI	Rohilkund and Kumaon (Company's section) (*b*)	1st half	128	421	26	1,101
		2nd half	127	845	94	1,269
		Total	255	1,266	120	2,370
LVII	Segowlie-Raxaul (*d*)	1st half	Information not available.			
		2nd half				
		Total				
LVIII	Bengal Dooars	1st half	214	230	132	...
		2nd half	67	40	116	...
		Total	281	270	248	...
LIX	Dibru-Sadiya	1st half	661	32	43	...
		2nd half	659	33	43	...
		Total	1,320	65	86	...
LX	Ledo and Tikak-Margherita Colliery	1st half	Included with the Dibru-Sadiya railway			(*e*)1,581
		2nd half				(*e*)1,574
		Total				3,155
LXI	Ahmedabad-Parántij	1st half	Included with the Rajputana-Malwa railway.			
		2nd half				
		Total				
LXII	Nílgiri (*g*)	1st half	Included with the Madras railway.			
		2nd half				
		Total				
LXIII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.			
		2nd half				
		Total				
LXIV	Hyderabad Gódávari Valley (*i*)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway.			
		2nd half				
		Total				
LXVI	Yesvantpur-Mysore frontier	1st half				
		2nd half				
		Total				
LXVII	Mysore-Nanjangúd	1st half				
		2nd half				
		Total				
LXVIII	Birur-Shimoga (*j*)	1st half				
		2nd half				
		Total				
LXXII	Jodhpur-Bikaner— Jodhpur section	1st half	...	14	...	26,817
		2nd half	...	42	...	48,013
		Total	...	56	...	74,830
	Bikaner section	1st half	...	4	...	1,306
		2nd half	...	14	...	2,985
		Total	...	18	...	4,291
LXXIII	Udaipur-Chitor	1st half	...	...	...	2,334
		2nd half	...	...	...	4,883
		Total	...	...	...	7,217
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	1st half	...	99	10	4,661
		2nd half	...	536	9	4,215
		Total	...	635	19	8,876
LXXV	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway.			(*k*) 5,234
		2nd half				(*k*) 4,712
		Total				9,946
LXXVI	Jámnagar	1st half				...
		2nd half				...
		Total				...
LXXVII	Dhrángadra	1st half				(*k*)1,861
		2nd half				(*k*)1,333
		Total				3,194
	TOTAL METRE GAUGE	1st half	8,187	16,816	39,435	1,80,851
		2nd half	2,347	19,862	34,007	2,03,093
		Total (*a*)	10,534	36,078	73,442	3,83,944

A—continued.

RAILWAYS—(PART I)—continued.

LANEOUS EXPENDITURE—continued.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R			
2,73,510	4,72,089	30,936	4,61,137	1st half		
3,59,511	5,47,213	34,198	5,35,650	2nd half		
6,33,021	10,19,302	65,134	9,96,787	Total (a)		(a) Including the Deoghur railway, for which yearly figures are shown.
(c) 55,630	57,306	...	57,306	1st half	LVI	(b) Including the Lucknow-Bareilly section.
(c) 51,177	53,512	...	53,512	2nd half	LVI	
1,00,807	1,10,818	...	1,10,818	Total		(c) Including R50,121 in the first-half and R47,131 in the second-half of 1899 on account of cart-road service expenses.
				1st half	LVII	
				2nd half	LVII	
				Total		(d) Opened for traffic on the 1st March 1899.
773	1,349	...	1,349	1st half	LVIII	
1,194	1,417	...	1,417	2nd half	LVIII	
1,967	2,766	...	2,766	Total		
...	736	51	685	1st half	LIX	
...	735	50	685	2nd half	LIX	
...	1,471	101	1,370	Total		
...	1,581	...	(f) 1,632	1st half	LX	(e) Represents the amount paid to the Dibru-Sadiya railway for hire of rolling stock.
...	1,574	...	(f) 1,623	2nd half	LX	
...	3,155	...	3,255	Total		(f) Including R51 in the first-half and R49 in the second-half of 1899 charged by the Dibru-Sadiya railway for working this railway. The details are included with the figures of the Dibru-Sadiya railway.
...	...	...	927	1st half	LXI	
			1,355	2nd half	LXI	
			2,282	Total		
36	30	...	36	1st half	LXII	(g) Opened for traffic on the 15th June 1899.
2,948	2,954	...	(h) 3,163	2nd half	LXII	
2,984	2,948	...	3,199	Total		
			1,705	1st half	LXIII	
			2,292	2nd half	LXIII	
			3,997	Total		(h) Including R215 charged by the Madras railway for working this line. The details are included with the figures of the Madras railway.
...	...	...	...	1st half	LXIV	
...	...	...	...	2nd half	LXIV	
...	...	...	...	Total		
			1,485	1st half	LXV	(i) Opened for traffic on the 21st October 1899.
			1,153	2nd half	LXV	
			2,638	Total		
			1,967	1st half	LXVI	
			2,024	2nd half	LXVI	
			3,991	Total		
			212	1st half	LXVII	
			238	2nd half	LXVII	
			450	Total		
			...	1st half	LXVIII	(j) Opened for traffic on 1st December 1899.
			171	2nd half	LXVIII	
			171	Total		
1,362	28,193	...	28,193	1st half	LXXII	
1,660	49,715	...	49,715	2nd half	LXXII	
3,022	77,908	...	77,908	Total		
107	1,477	...	1,477	1st half		
183	3,182	...	3,182	2nd half		
350	4,659	...	4,659	Total		
344	2,678	...	2,678	1st half	LXXIII	(k) Represents the amount paid to the Bhávnagar-Gondal-Junágad-Porbandar railway for use of rolling stock.
41	4,924	...	4,924	2nd half	LXXIII	
385	7,602	...	7,602	Total		(l) Including R1,0[illegible] in the first-half and R914 in the second-half of 1899 charged by the Bhavnagar-Gondal-Junágad-Porbandar railway for working this railway. The details are included with the figures of the former line.
13,229	17,999	2,194	15,804	1st half	LXXIV	
10,520	15,280	1,755	13,526	2nd half	LXXIV	
23,749	33,279	3,949	29,330	Total		
...	5,234	...	(l) 6,333	1st half	LXXV	(m) Expenditure incurred direct by the state.
...	4,712	...	(l) 5,626	2nd half	LXXV	(n) Including R700 in the first-half and R582 in the second-half of 1899, charged by the Bhávnagar-Gondal-Junágad-Porbandar railway for working this railway. The details are included with the figures of the former line.
...	9,946	...	11,959	Total		
(m) 84	84	...	(n) 784	1st half	LXXVI	
(m) 31	31	...	(n) 613	2nd half	LXXVI	
115	115	...	1,397	Total		
...	1,861	...	(o) 2,257	1st half	LXXVII	
...	1,333	...	(o) 1,592	2nd half	LXXVII	(o) Including R395 in the first-half and R259 in the second half of 1899 charged by the Bhávnagar-Gondal-Junágad-Porbandar railway for working this railway. The details are included with the figures of the former line.
...	3,104	...	3,840	Total		
3,45,135	5,90,623	33,181	5,85,907	1st half		
4,27,205	6,86,574	36,003	6,82,461	2nd half		
7,72,400	12,77,197	69,184	12,68,428	Total (a)		

APPENDIX

STATISTICS OF INDIAN

SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1899. [From Abstract G of

Classification Number.	Railway.	1899.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
			R	R	R	R
	Special gauges.					
LXXXIII	Jorhát (2' 0")	1st half	Details not furnished.		...	...
		2nd half			...	...
		Total	...	...	...	...
LXXXIV	Cherra-Companyganj (2' 6")	1st half	Details not furnished.		...	...
		2nd half			...	...
		Total	...	...	...	...
LXXXVI	Darjeeling-Himalayan (2' 0")	1st half	135	23	4,752	...
		2nd half	421	56	4,339	...
		Total	556	79	9,091	...
LXXXVII	Bársi Light (2' 6")	1st half	87	5	358	648
		2nd half	15	8	...	617
		Total	102	13	358	1,265
LXXXVIII	Howrah-Amta (2' 0")	1st half	...	...	...	...
		2nd half				
		Total				
LXXXIX	Howrah-Sheakhalla (2' 0")	1st half				
		2nd half				
		Total				
XC	Ránaghat-Krishnagar (2' 6") (a)	1st half	...	...	...	...
		2nd half				
		Total				
XCI	Tárakeshwar-Magra (2' 6")	1st half	Details not furnished.			
		2nd half				
		Total				
XCII	Tezpore-Bálipárá (2' 6")	1st half	Details not furnished.			
		2nd half				
		Total				
XCIV	Gwalior Light (2' 0") (a)	1st half	...	...	...	...
		2nd half				
		Total				
XCV	The Gaekwar's Dabhoi (2' 6")	1st half	...	...	...	38
		2nd half	605	...	...	38
		Total	605	...	...	76
XCVI	Rajpipla (2' 6")	1st half	*Nil*			
		2nd half				
		Total				
XCVIII	Cooch Behar (2' 6")	1st half	Details not furnished.		...	
		2nd half			...	
		Total				
XCIX	Morvi (2' 6")	1st half	...	8	...	...
		2nd half	4,523	67	...	...
		Total	4,523	75	...	...
	Total special gauges	1st half	222	36	5,110	686
		2nd half	5,564	131	4,339	655
		Total	5,786	167	9,449	1,341
	Total of all gauges for the year		70,719	2,59,065	4,06,024	26,90,516

A—*continued.*

RAILWAYS—(PART I)—*continued.*

LANEOUS EXPENDITURE—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1899.	Classification Number.	REMARKS.
R	R	R	R			
...	537	...	537	1st half	LXXXIII	
...	392	...	392	2nd half		
...	929	...	929	Total		
...	114	...	114	1st half	LXXXIV	
...	83	...	83	2nd half		
...	197	...	197	Total		
3,006	7,916	...	7,916	1st half	LXXXVI	
3,302	8,118	...	8,118	2nd half		
6,308	16,034	...	16,034	Total		
...	1,098	...	1,098	1st half	LXXXVII	
...	640	...	640	2nd half		
...	1,738	...	1,738	Total		
...	...	...	...	1st half	LXXXVIII	
				2nd half		
				Total		
				1st half	LXXXIX	
				2nd half		
				Total		
...	...	...	...	1st half	XC	(a) Opened for traffic on the 5th April 1899.
				2nd half		
			...	Total		
	29	...	29	1st half	XCI	
	135	...	135	2nd half		
...	164	...	164	Total		
	282	...	282	1st half	XCII	
	934	...	934	2nd half		
...	1,216	...	1,216	Total		
...	...	...	...	1st half	XCIV	
				2nd half		
			...	Total		
...	38	...	38	1st half	XCV	
...	643	...	643	2nd half		
...	681	...	681	Total		
69	69	...	69	1st half	XCVI	
16	16	...	16	2nd half		
85	85		85	Total		
	240	...	240	1st half	XCVIII	
	122	...	122	2nd half		
	362	...	362	Total		
1,701	1,709	...	1,709	1st half	XCIX	
3,619	8,209	...	8,209	2nd half		
5,320	9,918	...	9,918	Total		
4,776	12,032	...	12,032	1st half		
6,937	19,292	...	19,292	2nd half		
11,713	31,324	...	31,324	Total		
20,34,838	54,64,279	1,43,069	54,44,155			

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1899. [Form No. XII of

Classification Number.	Railway.	1899.	Locomotives. Total stock on the list.	Locomotives. Average number laid by as spare or hired out.	Locomotives. Average number constantly under repairs and renewals.	Coaching. Total stock on the list.	Coaching. Average number constantly under repairs and renewals.
	Standard gauge.						
I	East Indian(*a*)	1st half	682	2·00	66·00	1,432	182·36
		2nd half	757	2·00	75·00	1,488	126·68
		Total and average.	757	2·00	70·50	1,488	154·52
II	Bengal Central	1st half	23	...	4·00	97	6·00
		2nd half	27	...	4·00	97	10·00
		Total and average.	27	...	4.00	97	8·00
III	Bengal-Nágpur	1st half	126	12·00	16·64	293	32·00
		2nd half	139	1·00	15·78	305	35·32
		Total and average.	139	6·50	16·21	305	33·66
IV	Indian Midland	1st half	132	...	28·00	372	63·00
		2nd half	132	...	33·00	372	62·00
		Total and average.	132	...	30·50	372	62·50
VI	Godhra-Rutlam-Nágdá		Worked by the Bombay, Baroda and Central India railway.				
IX	Bezwada extension (East Coast State)		Worked by the Nizam's Guaranteed State railway.				
XI	North Western State	1st half	(*d*) 641	47·03	110·77	(*d*) 1,758	155·26
		2nd half	(*d*) 652	56·72	118·95	(*d*) 1,758	137·03
		Total and average.	652	51·88	114·86	1,758	146·14
XII	Hyderabad-Shadipalli		Worked by the North Western State railway.			...	...
XIII	Oudh and Rohilkhand State	1st half	169	2·41	22·30	598	22·43
		2nd half	172	8·06	17·19	613	22·32
		Total and average.	172	5·23	19·74	613	22·38
XIV	Eastern Bengal State	1st half	104	...	22·29	411	70·16
		2nd half	113	...	12·62	423	57·48
		Total and average.	113	...	17·45	423	63·82
XV	Calcutta Port Commissioners'	1st half	8	...	1·00	...	...
		2nd half	8	...	1·00	...	...
		Total and average.	8	...	1·00	...	...
XVI	East Coast State	1st half	77	3·98	10·15	330	15·49
		2nd half	77	3·44	9·30	346	27·55
		Total and average.	77	3·71	9·73	346	21·52
	Washermenpet Ennúr section (Bezwada Madras).(*g*)		Worked by the Madras railway.				
	Total Standard gauge carried over	1st half	1,962	67·42	281·15	5,291	546·70
		2nd half	2,077	71·22	286·84	5,402	478·38
		Total and average.	2,077	69·32	283·99	5,402	512·54

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1890.

VEHICLES.								
Goods.		Brake-vans.		Total.		1890.	Classification Number.	Remarks.
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
12,268	[illegible]	418	54·85	14,118	564·89	1st half	I	(a) Including the stock in use on lines under construction.
13,140	267·76	458	19·20	15,086	413·04	2nd half		
13,140	297·72	458	37·03	15,086	489·27	Total and average.		
492	3·00	(b) 23	...	612	9·00	1st half	II	(b) Including 13 composites (brake-vans and 3rd class).
489	15·00	(b) 23	1·00	609	26·00	2nd half		
489	9·00	23	0·50	609	17·50	Total and average.		
3,450	70·27	123	5·89	3,866	108·16	1st half	III	
3,708	117·19	143	8·63	4,156	161·14	2nd half		
3,708	93·73	143	7·26	4,156	134·65	Total and average.		
2,058	115·00	(c) 122	10·00	2,552	188·00	1st half	IV	(c) Including 50 composites (brake-vans and 3rd class).
2,195	99·00	(c) 122	11·00	2,689	172·00	2nd half		
2,195	107·00	122	10·50	2,689	180·00	Total and average.		
...	...	...	...	...	...		VI	
...	...	...	...	...	...		IX	
11,289	551·29	555	42·71	(d) 13,602	749·26	1st half	XI	(d) Excluding the stock belonging to the metre gauge portion of the old Bolán railway (Quetta loop) and the Ferozepore tramway.
11,351	407·08	555	42·76	(d) 13,664	586·87	2nd half		
11,351	479·19	555	42·73	13,664	668·06	Total and average.		
...	...	...	...	...	...		XII	
4,355	130·36	153	11·47	5,106	164·26	1st half	XIII	
4,391	87·47	153	10·64	5,157	120·43	2nd half		
4,391	108·92	153	11·05	5,157	142·35	Total and average.		
2,237	192·81	(e) 79	15·35	2,727	278·32	1st half	XIV	(e) Including 11 composites (8 intermediate and brake-vans and 6 third class and brake-vans).
2,283	64·85	(f) 83	7·79	2,789	130·12	2nd half		(f) Including 18 composites (8 intermediate and brake-vans and 10 third class and brake-vans).
2,283	128·83	83	11·57	2,789	204·22	Total and average.		
372	10·00	...	...	372	10·00	1st half	XV	
372	9·00	...	...	372	9·00	2nd half		
372	9·50	...	...	372	9·50	Total and average.		
1,708	23·39	85	4·52	2,133	43·40	1st half	XVI	
1,708	38·40	85	5·29	2,139	71·24	2nd half		
1,708	30·89	85	4·91	2,139	57·32	Total and average.		
...	...	...	...	...	...			(g) Transferred to the East Coast State railway from 1st July 1890.
38,229	1,423·80	1,558	144·79	45,078	2,115·[illegible]	1st half		
39,637	1,105·75	1,622	106·31	46,661	1,690·[illegible]	2nd half		
39,637	1,264·78	1,622	125·55	46,661	1,902·87	Total and average.		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1899. [Form No. XII of

Classification Number.	Railway.	1899.	Locomotives. Total stock on the list.	Locomotives. Average number laid by as spare or hired out.	Locomotives. Average number constantly under repairs and renewals.	Coaching. Total stock on the list.	Coaching. Average number constantly under repairs and renewals.
	Standard gauge—*concl'd.*						
	Brought forward Standard gauge.	1st half	1,962	67·42	281·15	5,291	546·70
		2nd half	2,077	71·22	286·84	5,402	478·38
		Total and average.	2,077	69·32	283·99	5,402	512·54
XVII	Great Indian Peninsula	1st half	605	...	134·00	1,136	114·00
		2nd half	605	...	134·00	1,129	111·00
		Total and average.	605	...	134·00	1,129	112·50
XVIII	Bombay, Baroda and Central India.	1st half	171	...	27·00	447	49·00
		2nd half	172	...	24·00	440	52·00
		Total and average.	172	...	25·50	440	50·50
XIX	Madras	1st half	168	7·00	32·00	655	61·00
		2nd half	168	1·00	36·00	660	68·00
		Total and average.	168	4·00	34·00	660	64·50
XXIII	Southern Punjab (Delhi-Samásata).		Worked by the North Western State railway.				...
XXV	Tapti Valley		Worked by the Bombay, Baroda and Central India railway.				...
XXXI	The Nizam's Guaranteed State.	1st half	50	2·00	12·77	120	15·63
		2nd half	54	2·00	10·00	120	18·34
		Total and average.	54	2·00	11·39	120	16·98
XXXII	Nágdá-Ujjain		Worked by the Bombay, Baroda and Central India railway.				...
XXXIII	The Gaekwar's Petlád						
XXXIV	Kolar Gold-fields		Worked by the Madras railway.				...
XXXVI	Rájpura-Bhátinda		Worked by the North Western State railway.				...
XXXVII	Jammu and Kashmir						
	Total Standard gauge	1st half	2,936	76·42	486·92	7,649	786·33
		2nd half	3,076	74·22	490·84	7,751	727·72
		Total and average.	3,076	75·32	488·88	7,751	757·02
	Metre gauge.						
XXXIX	Bengal and North-Western—Tirhoot section, Company's section	1st half	155	4·00	25·67	553	49·23
		2nd half	155	6·00	18·17	615	65·18
		Total and average.	155	5·00	21·92	615	57·20
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).		Worked by the Rohilkund and Kumaon railway (Company's section)				...
XLI	Rajputana-Malwa	1st half	420	...	67·03	1,347	146·82
		2nd half	424	3·00	73·71	1,381	123·32
		Total and average.	424	1·50	70·37	1,381	135·07
XLII	Pálanpur-Deesa		Worked by the Rajputana-Malwa railway.			...	...
XLIII	Southern Mahratta	1st half	(*b*) 177	37·00	36·69	574	82·33
		2nd half	(*b*) 178	32·00	37·71	592	79·52
		Total and average	178	34·50	37·20	592	80·93
XLIV	Guntakal-Mysore frontier		Worked by the Southern Mahratta railway.			...	...
XLV	Mysore section (Southern Mahratta).	1st half	41	7·00	8·72	173	21·31
		2nd half	41	...	10·58	175	26·49
		Total and average.	41	3·50	9·65	175	23·90
XLVI	South Indian	1st half	(*e*) 208	2·00	28·06	893	73·40
		2nd half	(*f*) 208	5·00	56·52	901	79·05
		Total and average	208	3·50	42·29	901	70·23
	Total Metre gauge carried over.	1st half	1,001	50·00	166·17	3,540	373·09
		2nd half	1,006	46·00	196·69	3,664	373·56
		Total and average.	1,006	48·00	181·43	3,664	373·33

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

VEHICLES.

Goods. Total stock on the list.	Goods. Average number constantly under repairs and renewals.	Brake-vans. Total stock on the list.	Brake-vans. Average number constantly under repairs and renewals.	Total. Vehicle stock on the list.	Total. Average number of vehicles constantly under repairs and renewals.	1899.	Classification Number.	Remarks.
38,229	1,423·80	1,558	144·79	45,078	2,115·29	1st half		
39,637	1,105·75	1,622	106·31	46,661	1,690·44	2nd half		
39,637	1,264·78	1,622	125·55	46,661	1,902·87	Total and average.		
7,863	679·00	(a) 650	45·00	9,649	838·00	1st half	XVII	
7,863	439·00	(a) 650	44·00	9,642	594·00	2nd half		
7,863	559·00	650	44·50	9,642	716·00	Total and average.		
4,272	238·00	100	17·00	4,819	304·00	1st half	XVIII	
4,275	258·00	100	18·00	4,815	328·00	2nd half		
4,275	248·00	100	17·50	4,815	316·00	Total and average.		
2,995	115·00	177	16·00	3,827	192·00	1st half	XIX	(a) Including 115 composites (brake-vans and 3rd class).
2,997	120·00	177	19·00	3,834	207·00	2nd half		
2,997	117·50	177	17·50	3,834	199·50	Total and average.		
...	...	...	...	...	...		XXIII	
...	...	...	...	...	...		XXV	
862	54·22	41	7·25	1,023	77·10	1st half	XXXI	
932	37·06	49	4·52	1,101	59·02	2nd half		
932	45·64	49	5·89	1,101	68·51	Total and average.		
...	...	...	...	...	...		XXXII	
...	...	...	...	...	...		XXXIII	
...	...	...	...	...	...		XXXIV	
...	...	...	...	...	...		XXXVI	
54,221	2,510·02	2,520	230·04	64,396	3,526·39	1st half	XXXVII	
55,704	1,959·81	2,598	191·83	66,053	2,879·36	2nd half		
55,704	2,234·92	2,598	210·94	66,053	3,202·88	Total and average.		
4,366	251·48	102	5·37	5,021	306·08	1st half	XXXIX	
4,538	189·45	125	7·37	5,278	262·00	2nd half		
4,538	220·47	125	6·37	5,278	284·04	Total and average.		
...	...	...	...	...	...		XL	
6,090	232·93	312	29·86	8,649	400·61	1st half	XLI	
6,990	252·16	312	23·14	8,683	398·62	2nd half		
6,090	242·55	312	26·50	8,683	404·12	Total and average.		
...	...	...	...	...	...		XLII	
4,009	242·02	(c) 145	22·74	4,728	347·09	1st half	XLIII	(b) Including the tender of a condemned engine.
3,996	260·53	(c) 145	14·68	4,733	354·73	2nd half		
3,966	251·27	145	18·71	4,733	350·91	Total and average.		(c) Including 110 composites (brake-vans and 3rd class).
...	...	...	...	...	...		XLIV	
695	51·45	(d) 31	...	899	72·76	1st half	XLV	(d) Including 28 composites (brake-vans and 3rd class).
693	54·76	(d) 31	4·03	899	85·28	2nd half		
693	53·11	31	2·01	899	79·02	Total and average.		
3,293	198·27	(g) 80	4·05	4,266	275·72	1st half	XLVI	(e) Including 2 condemned engines.
3,297	208·76	(g) 80	34·21	4,278	322·02	2nd half		
3,297	203·51	89	19·13	4,278	298·87	Total and average.		(f) Including 5 condemned engines.
19,353	976·15	670	62·02	23,503	1,411·20	1st half		
19,514	965·66	693	83·43	23,871	1,422·65	2nd half		(g) Including 28 composites (brake-vans and 3rd class).
19,514	970·91	693	72·72	23,871	1,416·96	Total and average.		

APPENDIX
STATISTICS OF INDIAN
STATEMENT OF

Half-years ended the 30th June and the 31st December 1899. [Form No. XII of

Classification Number.	Railway.	1899.	Locomotives.			Coaching.	
			Total stock on the list.	Average number laid by as spare or hired out.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.
	Metre gauge—*contd.*						
	Brought forward Metre gauge	1st half	1,001	50·00	166·17	3,580	373·09
		2nd half	1,006	46·00	196·69	3,664	373·56
		Total and average.	1,006	48·00	181·43	3,664	373·33
XLVII	Máyavaram-Mutupet		Worked by the South Indian railway.			...	...
XLVIII	Assam-Bengal	1st half	53	9·00	5·12	135	12·48
		2nd half	53	12·00	7·42	134	23·58
		Total and average.	53	10·50	6·27	134	18·03
XLIX	Burma	1st half	151	3·00	13·55	621	31·64
		2nd half	170	15·00	14·48	634	78·34
		Total and average	170	9·00	14·02	634	54·99
L	Eastern Bengal State—Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch). Dacca section	1st half	104	6·49	13·91	437	39·33
		2nd half	104	7·46	16·73	409	41·42
		Total and average	104	6·97	15·32	409	40·37
LIII	Deoghur		Information not recorded in Revenue Accounts.			...	...
LIV	Brahmaputra-Sultanpur*		Worked by the Eastern Bengal State railway.			...	...
LV	Mymensing-Jamálpur-Jagannathganj.						
LVI	Rohilkund and Kumaon (Company's section). (*f*)	1st half	27	1·00	4·16	153	18·08
		2nd half	27	1·00	4·31	172	15·02
		Total and average.	27	1·00	4·24	172	17·30
LVII	Segowlie Raxaul*		Worked by the Bengal & North-Western railway.			...	...
LVIII	Bengal Dooars	1st half	4	...	1·00	21	...
		2nd half	4	...	1·00	21	...
		Total and average.	4	...	1·00	21	...
LIX	Dibru-Sadiya	1st half	18	...	6·22	51	7·39
		2nd half	18	...	6·18	54	8·79
		Total and average.	18	...	6·20	54	8·09
LX	Ledo and Tikak-Margherita Colliery.		Worked by the Dibru-Sadiya railway.			...	...
LXI	Ahmedabad-Parántij		Worked by the Rajputana-Malwa railway.			...	...
LXII	Nilgiri	1st half	4	...	...	8	...
		2nd half	4	...	...	8	...
		Total and average.	4	...	...	8	...
LXIII	The Gaekwar's Mehsána		Worked by the Rajputana-Malwa railway.			...	...
LXIV	Hyderabad-Godávari Valley*	1st half	...	...	...	...	...
		2nd half	15	...	...	29	...
		Total and average.	15	...	...	29	...
LXV	Kolhápur		Worked by the Southern Mahratta railway.			...	...
LXVI	Yesvantpur-Mysore frontier						
LXVII	Mysore-Nanjangúd						
LXVIII	Birur-Shimoga*						
LXXII	Jodhpur-Bikaner—Jodhpur section	1st half	17	...	1·09	80	6·11
		2nd half	17	...	1·66	80	6·72
		Total and average.	17	...	1·37	80	6·41
	Bikaner section		Worked by the Jodhpur-Bikaner railway (Jodhpur section).				
LXXIII	Udaipur-Chitor	1st half	2	...	...	22	2·16
		2nd half	2	...	...	20	1·25
		Total and average.	2	...	...	20	1·71
	Total Metre gauge carried over	1st half	1,381	69·49	211·22	5,060	490·88
		2nd half	1,420	81·46	248·47	5,277	549·58
		Total and average. (*i*)	1,420	75·47	229·85	5,277	520·23

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

VEHICLES.								
Goods.		Brake-vans.		Total.		1899.	Classification Number.	Remarks.
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
19,353	976·15	670	62·02	23,563	1,411·26	1st half		
19,514	965·06	693	83·43	23,871	1,422·65	2nd half		
19,514	970·91	693	72·72	23,871	1,416·96	Total and average.		
...	...	...	...	...	...		XLVII	
1,109	37·68	(a) 38	0·45	1,282	50·61	1st half	XLVIII	(a) Including 16 composites (brake-vans and intermediate class).
1,161	26·44	(b) 38	5·48	1,333	55·50	2nd half		(b) Including 21 composites (brake-vans and intermediate class).
1,161	32·06	38	2·97	1,333	53·06	Total and average.		
3,504	259·22	(c) 144	9·20	4,359	300·06	1st half	XLIX	(c) Including 9 composites (5 brake-vans and third class and 4 brake and luggage vans).
3,605	333·83	(d) 152	16·39	4,391	428·56	2nd half		(d) Including 17 composites (5 brake-vans and 3rd class and 12 brake and luggage vans).
3,605	296·52	152	12·80	4,391	364·31	Total and average.		
2,818	153·06	(e) 63	4·56	3,318	197·55	1st half	L	(e) Including 4 composites (third class, luggage and brake-vans).
2,817	97·08	(e) 67	2·04	3,353	140·54	2nd half		
2,817	125·37	67	3·30	3,353	169·04	Total and average.		
...	...	...	...	...	...		LIII	
...	...	...	...	...	...		LIV	
							LV	
771	32·95	(g) 27	2·08	951	53·71	1st half	LVI	(f) Including the Lucknow-Bareilly section.
771	45·64	(h) 30	2·22	973	63·78	2nd half		(g) Including 18 composites (brake-vans and postal).
771	39·30	30	2·15	973	58·75	Total and average.		
...	...	...	...	...	...		LVII	(h) Including 21 composites (brake-vans and postal).
107	...	5	...	133	...	1st half	LVIII	
107	2·00	5	...	133	2·00	2nd half		
107	1·00	5	...	133	1·00	Total and average.		
799	34·60	(i) 25	4·29	875	46·28	1st half	LIX	(i) Including 6 composites (brake-vans and postal).
799	22·59	(i) 26	3·27	879	34·65	2nd half		
799	28·60	26	3·78	879	40·47	Total and average.		
...	...	...	...	...	...		LX	
...	...	...	...	...	...		LXI	
16	...	4	...	28	...	1st half	LXII	*Opened for traffic during 1899.
16	...	4	...	28	...	2nd half		
16	...	4	...	28	...	Total and average.		
...	...	...	...	...	...		LXIII	
...	...	...	...	...	...	1st half	LXIV	
203	...	10	...	242	...	2nd half		
203	...	10	...	242	...	Total and average.		
...	...	...	...	...	...		LXV LXVI LXVII LXVIII	
250	5·76	14	0·75	344	12·62	1st half	LXXII	
250	5·61	14	0·78	344	13·11	2nd half		
250	5·68	14	0·76	344	12·85	Total and average.		
...	...	...	...	...	...			
35	0·09	3	...	60	2·25	1st half	LXXIII	
35	1·13	3	0·39	58	2·77	2nd half		
35	0·61	3	0·19	58	2·51	Total and average.		
28,836	1,500·11	980	83·35	34,885	2,074·31	1st half		
29,262	1,499·98	1,038	114·00	35,577	2,163·56	2nd half		
29,262	1,500·05	1,038	98·67	35,577	2,118·95	Total and average. (j)		(j) Excluding the Dooghur railway.

APPENDIX
STATISTICS OF INDIAN
STATEMENT OF

Half-years ended the 30th June and the 31st December 1899. [Form No. XII of

Classification Number.	Railway.	1899.	Locomotives. Total stock on the list.	Locomotives. Average number laid by as spare or hired out.	Locomotives. Average number constantly under repairs and renewals.	Coaching. Total stock on the list.	Coaching. Average number constantly under repairs and renewals.
	METRE GAUGE—*concld.*						
	Brought forward METRE GAUGE	1st half	1,381	69·49	211·22	5,060	490·88
		2nd half	1,420	81·46	248·47	5,277	549·58
		Total and average. (a)	1,420	75·47	229·85	5,277	520·23
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	33	5·31	5·30	190	18·27
		2nd half	33	5·35	5·73	190	11·77
		Total and average.	33	5·33	5·51	190	15·02
LXXV	Jetalsar-Rájkot		Worked by the Bhávnagar-Gondal-Junágad-Porbandar railway.				
LXXVI	Jámnagar	1st half	4	...	...	24	1·52
		2nd half	4	...	...	24	0·36
		Total and average.	4	...	...	24	0·94
LXXVII	Dhrángadrá		Worked by the Bhávnagar-Gondal-Junágad-Porbandar railway.				
	TOTAL METRE GAUGE [illegible] 1899	1st half	1,418	74·80	216·52	5,274	510·67
		2nd half	1,457	86·81	254·20	5,491	561·71
		Total and average. (a)	1,457	80·80	235·36	5,491	536·19
	SPECIAL GAUGES.						
LXXXIII	Jorhát (2′ 0″)		Information not recorded in Revenue Accounts.				...
LXXXIV	Cherra-Companyganj (2′ 6″)						
LXXXVI	Darjeeling-Himalayan (2′ 0″)	1st half	14	...	1·00	67	4·00
		2nd half	14	...	1·00	70	4·00
		Total and average.	14	...	1·00	70	4·00
LXXXVII	Bársi Light (2′ 6″)	1st half	6	...	2·00	7	...
		2nd half	6	...	1·00	7	...
		Total and average.	6	...	1·50	7	...
LXXXVIII	Howrah-Amta (2′ 0″)	1st half	5	...	...	46	...
		2nd half	6	...	...	46	...
		Total and average.	6	...	...	46	...
LXXXIX	Howrah-Sheakhalla (2′ 0″)	1st half	3	...	...	18	...
		2nd half	3	...	...	18	...
		Total and average.	3	...	...	18	...
XC	Ránaghat-Krishnagar (2′ 6″)*	1st half	...	...	...	...	...
		2nd half	2	...	...	11	...
		Total and average.	2	...	...	11	...
XCI	Tarakeshwar-Magra (2′ 6″)		Information not recorded in Revenue Accounts.				
XCII	Tezpore-Bálipárá (2′ 6″)						
XCIV	Gwalior Light*						
XCV	The Gaekwar's Dabhoi (2′ 6″)	1st half	8	...	1·00	36	1·00
		2nd half	8	...	...	36	...
		Total and average.	8	...	0·50	36	0·50
XCVI	Rajpipla (2′ 6″)	1st half	3	...	...	7	...
		2nd half	3	...	...	7	...
		Total and average.	3	...	...	7	...
XCVIII	Cooch Behar (2′ 6″)	1st half	3	...	0·64	9	0·09
		2nd half	5	...	0·41	9	0·32
		Total and average.	5	...	0·52	9	0·20
XCIX	Morvi (2′ 6″)	1st half	8	...	2·00	47	7·00
		2nd half	8	...	2·00	47	10·00
		Total and average.	8	...	2·00	47	8·50
	TOTAL SPECIAL GAUGES (c)	1st half	50	...	6·64	237	12·09
		2nd half	55	...	4·41	251	14·32
		Total and average.	55	...	5·52	251	13·20
	TOTAL AND AVERAGE OF ALL GAUGES FOR THE YEAR (d)		4,508	156·12	729·76	13,493	1,306·41

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

VEHICLES.								
Goods.		Brake-vans.		Total.		1899.	Classification Number.	Remarks.
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
28,836	1,500·11	989	83·35	34,885	2,074·34	1st half		(a) Excluding the Deoghur railway.
29,262	1,499·98	1,038	114·00	35,577	2,163·56	2nd half		
29,262	1,500·05	1,038	98·67	35,577	2,118·95	Total and average. (a)		
895	31·90	37	2·28	1,122	52·45	1st half	LXXIV	
895	42·26	37	2·10	1,122	56·13	2nd half		
895	37·08	37	2·19	1,122	54·29	Total and average.		
...	...	...	...	...	...		LXXV	*
100	2·13	4	0·11	128	3·76	1st half	LXXVI	
100	4·78	4	...	128	5·14	2nd half		
100	3·45	4	0·06	128	4·45	Total and average.		
...	...	...	...	...	...		LXXVII	
29,831	1,534·14	1,030	85·74	36,135	2,130·55	1st half		
30,257	1,547·02	1,079	110·10	36,827	2,224·83	2nd half		
30,257	1,540·58	1,079	100·92	36,827	2,177·69	Total and average (a)		
...	...	...	...	...	...		LXXXIII LXXXIV	
192	6·00	...	...	259	10·00	1st half	LXXXVI	
192	6·00	...	...	262	10·00	2nd half		
192	6·00	...	...	262	10·00	Total and average.		
65	1·00	...	...	72	1·00	1st half	LXXXVII	
65	1·00	...	...	72	1·00	2nd half		
65	1·00	...	...	72	1·00	Total and average.		
20	...	...	...	66	...	1st half	LXXXVIII	
20	...	...	...	66	...	2nd half		
20	...	...	...	66	...	Total and average.		
10	...	...	...	28	...	1st half	LXXXIX	
10	...	...	...	28	...	2nd half		
10	...	...	...	28	...	Total and average.		
...	...	...	...	...	...	1st half	XC	
8	...	3	...	22	...	2nd half		
8	...	3	...	22	..	Total and average.		
							XCI XCII XCIV	* Opened for traffic during 1899.
203	10·00	8	...	247	11·00	1st half	XCV	
197	11·00	8	...	241	11·00	2nd half		
197	10·50	8	...	241	11·00	Total and average		(b) Four composites (2 intermediate class and brake-vans) (1 3rd class and brake-van) and (1 3rd class, postal compartment and brake-van).
33	1·00	3	...	43	1·00	1st half	XCVI	
33	1·00	3	...	43	1·00	2nd half		
33	1·00	3	...	43	1·00	Total and average.		
105	0·53	(b)4	0·03	118	0·05	1st half	XCVIII	
133	1·76	(b)4	0·05	146	2·13	2nd half		
133	1·15	4	0·04	146	1·39	Total and average.		
115	5·00	7	2·00	169	14·00	1st half	XCIX	(c) Excluding the Jorhát Cherra-Companyganj, Tarakeshwar Magra, Tezpur-Bali para and the Gwalior Light railways.
115	3·00	7	2·00	169	15·00	2nd half		
115	4·00	7	2·00	169	14·50	Total and average.		
743	23·53	22	2·03	1,002	37·65	1st half		
773	23·76	25	2·05	1,049	40·13	2nd half		(d) *Vide* remarks (a) and (c).
773	23·05	25	2·04	1,049	38·89	Total and average.		
86,734	3,799·15	3,732	313·90	1,03,929	5,419·46	...		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

[Form No. XIV of

Half-years ended the 30th June and the 31st December 1899.

Classification Number.	Railway.	1899.	Train-miles. Passengers.	Goods.	Mixed.	Light.
	Standard gauge.					
I	East Indian	1st half	1,213,101	3,850,135	1,790,813	373,862
		2nd half	1,255,052	4,038,365	1,870,884	418,191
		Total	2,468,153	7,888,500	3,661,697	792,053
II	Bengal Central	1st half	59,392	34,950	96,878	1,001
		2nd half	32,231	59,689	121,461	3,973
		Total	91,623	94,639	218,339	5,574
III	Bengal-Nágpur	1st half	236,468	219,276	631,687	8,196
		2nd half	248,815	360,364	617,609	5,890
		Total	485,283	579,640	1,249,296	14,086
IV	Indian Midland	1st half	221,393	311,184	583,220	30,164
		2nd half	229,195	261,802	612,119	31,279
		Total	450,588	572,986	1,195,339	61,443
VI	Godhra-Rutlam-Nágdá	1st half 2nd half Total	Details included with the Rajputana-Malwa railway.			...
IX	Bezwada extension (East Coast State)	1st half	22	6,248	7,964	22
		2nd half	...	10,252	10,142	...
		Total	22	16,500	18,106	22
	Washermenpet-Ennúr section (Bezwada-Madras).	1st half	440	1,107	13,688	...
		2nd half	Incorporated with	the East Coast	State railway from	1st July 1900.
		Total	440	1,107	13,688	...
XI	North Western State	1st half	1,012,577	2,100,005	1,543,383	151,398
		2nd half	1,029,525	1,755,675	1,603,429	110,217
		Total	2,042,102	3,855,680	3,146,812	261,615
XII	Hyderabad-Shadipalli	1st half	114	852	24,879	142
		2nd half	14	3,034	25,312	382
		Total	128	3,886	50,191	524
XIII	Oudh and Rohilkhand State	1st half	346,857	660,636	660,334	11,927
		2nd half	291,314	518,198	681,572	11,277
		Total	638,171	1,178,834	1,341,906	23,204
XIV	Eastern Bengal State	1st half	385,394	285,423	207,085	20,126
		2nd half	407,408	488,774	198,970	14,198
		Total	792,802	774,197	406,055	33,324
XV	Calcutta Port Commissioners'	1st half 2nd half Total	Information not furnished.			...
XVI	East Coast State	1st half	2,051	130,307	543,706	13,390
		2nd half	3,583	112,731	668,999	15,380
		Total	5,634	243,038	1,212,705	28,770
XVII	Great Indian Peninsula (*a*)	1st half	1,941,351	2,592,719	118,680	222,067
		2nd half	2,052,014	2,166,607	130,450	230,044
		Total	3,993,365	4,759,326	249,130	452,111
XVIII	Bombay, Baroda and Central India	1st half	600,679	625,880	169,229	660
		2nd half	599,223	611,860	170,541	9,492
		Total	1,199,902	1,237,740	339,770	10,152
XIX	Madras	1st half	455,317	161,270	608,166	34,584
		2nd half	467,773	250,081	620,816	44,213
		Total	923,090	411,351	1,228,982	78,797
XXIII	Southern Punjab (Delhi-Samásata)	1st half	665	74,387	308,059	4,249
		2nd half	264	44,573	242,500	4,143
		Total	929	118,960	550,559	8,392
XXV	Tápti Valley	1st half	152	76	13,604	42
		2nd half	...	12,551	33,064	73
		Total	152	12,627	46,668	115
XXXI	The Nizam's Guaranteed State	1st half	45,968	161,247	219,714	1,195
		2nd half	46,033	211,971	231,345	1,342
		Total	92,001	373,218	451,059	2,537
XXXII	Nágdá-Ujjain	1st half	68	531	12,398	...
		2nd half	103	3,012	12,604	34
		Total	171	3,543	25,002	34
XXXIII	The Gaekwar's Petlád	1st half	...	...	9,593	...
		2nd half	...	...	9,752	...
		Total	...	...	19,345	...
XXXIV	Kolar Gold-fields	1st half	...	1,314	14,624	360
		2nd half	2,690	6,757	12,038	616
		Total	2,690	8,071	26,662	976
	Total standard gauge carried over	1st half	6,522,009	11,217,547	7,577,704	873,985
		2nd half	6,665,237	10,916,296	7,873,607	900,744
		Total	13,187,246	22,133,843	15,451,311	1,774,729

—continued.

RAILWAYS—(PART I)—continued.

TRAIN-MILEAGE.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Train-miles after apportioning mixed and light mileage. Coaching.	Goods.	Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1899.	Classification Number.	Remarks.
2,685,572	4,542,339	7,227,911	1,682,316	8,910,227	1st half	I	
2,795,164	4,787,328	7,582,492	1,682,970	9,265,462	2nd half		
5,480,736	9,329,667	14,810,403	3,365,286	18,175,689	Total		
132,751	60,070	192,821	19,551	212,372	1st half	II	
122,851	94,503	217,354	23,500	240,854	2nd half		
255,602	154,573	410,175	43,051	453,226	Total		
398,091	697,536	1,095,627	118,276	1,213,903	1st half	III	
434,667	798,011	1,232,678	133,936	1,366,614	2nd half		
832,758	1,495,547	2,328,305	252,212	2,580,517	Total		
473,331	672,630	1,145,961	184,449	1,330,410	1st half	IV	
499,782	634,613	1,134,395	166,190	1,300,585	2nd half		
973,113	1,307,243	2,280,356	350,639	2,630,995	Total		
...	...	131,302	12,487	143,789	1st half	VI	
...	...	121,975	12,856	134,831	2nd half		
...	...	253,277	25,343	278,620	Total		
4,682	9,574	14,256	7,732	21,988	1st half	IX	
6,016	14,378	20,304	8,674	29,068	2nd half		
10,698	23,952	34,650	16,406	51,056	Total		
10,108	5,127	15,235	112	15,347	1st half		
...	...	...	...	...	2nd half		
10,100	5,127	15,235	112	15,347	Total		
1,929,849	2,877,514	4,807,303	605,657	5,413,020	1st half	XI	
2,021,556	2,477,290	4,498,846	630,538	5,129,384	2nd half		
3,951,405	5,354,804	9,306,209	1,236,195	10,542,404	Total		
10,815	15,172	25,987	9,532	35,519	1st half	XII	
11,425	17,317	28,742	10,118	38,860	2nd half		
22,240	32,489	54,729	19,650	74,379	Total		
758,023	921,731	1,679,754	253,739	1,933,493	1st half	XIII	
729,047	773,314	1,502,361	262,046	1,764,407	2nd half		
1,487,070	1,695,045	3,182,115	515,785	3,697,900	Total		
517,796	380,232	898,028	392,559	1,290,587	1st half	XIV	
538,583	570,767	1,109,350	442,561	1,551,911	2nd half		
1,056,379	950,999	2,007,378	835,120	2,842,498	Total		
					1st half	XV	
					2nd half		
					Total		
278,081	411,373	689,454	73,142	762,596	1st half	XVI	
350,797	449,896	800,693	74,872	875,565	2nd half		
628,878	861,269	1,490,147	148,014	1,638,161	Total		
2,014,936	2,859,881	4,874,817	697,820	5,572,637	1st half	XVII	(a)
2,142,561	2,436,554	4,579,115	615,945	5,195,000	2nd half		
4,157,497	5,296,435	9,453,932	1,313,705	10,767,697	Total		
683,317	713,131	1,390,448	232,651	1,629,099	1st half	XVIII	
697,334	693,782	1,391,116	236,653	1,627,769	2nd half		
1,380,651	1,406,913	2,787,564	469,304	3,256,868	Total		
594,961	664,376	1,259,337	270,021	1,529,358	1st half	XIX	
615,932	766,951	1,382,883	288,895	1,671,778	2nd half		
1,210,893	1,431,327	2,642,220	558,916	3,201,136	Total		
91,394	295,966	387,360	45,358	432,718	1st half	XXIII	
95,491	195,989	291,480	44,157	335,637	2nd half		
186,885	491,955	678,840	89,515	768,355	Total		
5,243	8,631	13,874	1,819	15,693	1st half	XXV	
13,029	32,659	45,688	2,442	48,130	2nd half		
18,272	41,290	59,562	4,261	63,823	Total		
104,291	323,833	428,124	57,409	485,533	1st half	XXXI	
108,572	382,119	490,691	66,646	557,337	2nd half		
212,863	705,952	918,815	124,055	1,042,870	Total		
5,019	7,978	12,997	4,962	17,959	1st half	XXXII	
5,328	10,425	15,753	5,747	21,500	2nd half		
10,347	18,403	28,750	10,709	39,459	Total		
5,749	3,844	9,593	646	10,239	1st half	XXXIII	
6,369	3,383	9,752	456	10,208	2nd half		
12,118	7,227	19,345	1,102	20,447	Total		
6,078	10,220	16,298	644	16,942	1st half	XXXIV	
7,536	14,565	22,101	1,343	23,444	2nd half		
13,614	24,785	38,309	1,987	40,386	Total		
10,710,087	15,481,158	26,322,547	4,670,882	30,093,429	1st half		
11,203,040	15,153,844	26,477,859	4,710,545	31,188,404	2nd half		
21,913,127	30,635,002	52,800,406	9,381,427	62,181,833	Total		

(a) Including the Wardha Coal, Dhond-Manmád, Khámgaon and Amráoti railways.

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1899. [Form No. XIV

Classification Number.	Railway.	1899.	Train-miles. Passengers.	Goods.	Mixed.	Light.
	STANDARD GAUGE—*concld.* Brought forward STANDARD GAUGE	1st half	6,522,009	11,217,547	7,577,704	873,985
		2nd half	6,665,237	10,916,296	7,873,607	900,744
		Total	13,187,246	22,133,843	15,451,311	1,774,729
XXXVI	Rájpura-Bhátinda	1st half	631	13,611	83,712	2,826
		2nd half	707	10,843	85,100	3,046
		Total	1,338	24,454	168,812	5,872
XXXVII	Jammu and Kashmir (Native State section).	1st half	32	288	11,584	98
		2nd half	96	32	11,776	32
		Total	128	320	23,360	130
	TOTAL STANDARD GAUGE	1st half	6,522,072	11,231,446	7,673,000	876,909
		2nd half	6,666,040	10,927,171	7,970,483	903,822
		Total	13,188,712	22,158,617	15,643,483	1,780,731
	METRE GAUGE.					
XXXIX	Bengal and North-Western— Tirhoot section, Company's section	1st half	237,341	475,814	679,072	22,072
		2nd half	358,998	444,762	619,854	16,027
		Total	596,339	920,576	1,299,826	38,099
XL	Lucknow-Bareilly section (Rohilkund and Kumaon)	1st half	Included with the Rohilkhand and Kumaon railway (Company's section.)			
		2nd half				
		Total				
XLI	Rajputana-Malwa (*a*)	1st half	337,317	1,345,455	1,226,148	48,840
		2nd half	322,270	1,913,422	1,270,916	113,988
	Madras).	Total	659,587	3,258,877	2,497,064	162,828
XLII	[illegible]	1st half	51	...	6,154	51
		2nd half	34	986	6,256	510
		Total	85	986	12,410	561
XLIII	Southern Mahratta	1st half	135,610	410,659	427,996	4,509
		2nd half	130,467	559,541	520,181	10,722
		Total	266,077	970,200	948,177	15,231
XLIV	Guntakal-Mysore frontier	1st half	1,073	26,926	46,618	407
		2nd half	140	27,592	50,289	176
		Total	1,213	54,518	96,907	583
XLV	Mysore section (Southern Mahratta)	1st half	20,933	58,693	120,281	164
		2nd half	2,520	58,031	145,984	9
		Total	23,453	116,724	266,265	173
XLVI	South Indian	1st half	584,471	583,199	470,716	19,564
		2nd half	587,234	559,575	428,517	16,065
		Total	1,171,705	1,142,774	899,233	35,629
XLVII	Máyavaram-Mutupet	1st half	114	5,460	51,263	96
		2nd half	60	3,809	52,016	174
		Total	174	9,269	103,279	270
XLVIII	Assam-Bengal	1st half	3,262	114,192	195,548	4,481
		2nd half	641	91,259	198,766	3,082
		Total	3,903	205,451	394,314	7,563
XLIX	Burma	1st half	184,903	357,116	944,246	34,674
		2nd half	185,774	243,955	970,737	24,391
		Total	370,677	601,071	1,914,983	59,065
L	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch). Dacca section	1st half	129,744	322,750	455,911	3,685
		2nd half	141,380	383,794	451,523	4,462
		Total	271,124	706,544	907,434	8,147
LIII	Deoghur	1st half	Details not furnished.			
		2nd half				
		Total				
LIV	Brahmaputra Sultanpur (*b*)	1st half	...	6,726	4,550	...
		2nd half	...	13,676	9,175	...
		Total	...	20,402	13,725	...
LV	Mymensingh-Jamálpur-Jagannathganj	1st half	14	10,624	11,946	...
		2nd half	33	8,679	24,722	...
		Total	47	19,303	36,668	...
LVI	Rohilkhund and Kumaon (Company's section). (*c*)	1st half	3,144	94,996	196,858	7,128
		2nd half	1,426	90,377	180,075	6,057
		Total	4,570	185,373	376,933	13,185
	TOTAL METRE GAUGE carried over	1st half	1,637,077	3,812,610	4,838,207	145,671
		2nd half	1,700,874	4,399,458	4,929,011	195,663
		Total (*d*)	3,338,951	8,212,068	9,767,218	341,334

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAIN-MILEAGE—*continued.*

of Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Train-miles after apportioning mixed and light mileage. Coaching.	Goods.	Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1899.	Classification Number.	Remarks.
10,710,087	15,481,158	26,322,547	4,670,882	30,993,429	1st half		
11,202,040	15,153,844	26,477,859	4,710,545	31,188,404	2nd half		
21,912,127	30,635,002	52,800,406	9,381,427	62,181,833	Total		
46,680	54,100	100,780	11,448	112,228	1st half	XXXVI	
49,407	50,289	99,696	11,501	111,197	2nd half		
96,087	104,389	200,476	22,949	223,425	Total		
9,154	2,848	12,002	217	12,219	1st half	XXXVII	
9,781	2,155	11,936	124	12,060	2nd half		
18,935	5,003	23,938	341	24,279	Total		
10,765,921	15,538,106	26,435,329	4,682,547	31,117,876	1st half		
11,261,228	15,206,288	26,589,491	4,722,170	31,311,601	2nd half		
22,027,149	30,744,394	53,024,820	9,404,717	62,429,537	Total		
631,507	783,692	1,415,199	248,112	1,663,311	1st half	XXXIX	
693,269	716,369	1,409,638	247,735	1,657,373	2nd half		
1,324,776	1,500,061	2,824,837	495,847	3,320,684	Total		
					1st half	XL	
					2nd half		
					Total		
1,042,863	1,014,897	2,826,458	423,342	3,249,800	1st half	XLI	(a) Including the Godhra-Rutlam-Nágdá (standard gauge) railway except in the case of "total train-mileage," "assisting, shunting, and miscellaneous mileage," and "total engine mileage."
1,050,604	2,569,092	3,498,621	468,883	3,967,504	2nd half		
2,093,467	4,484,889	6,325,079	892,225	7,217,304	Total		
3,295	2,961	6,256	2,796	9,052	1st half	XLII	
3,116	4,670	7,786	3,755	11,541	2nd half		
6,411	7,631	14,024	6,551	20,593	Total		
271,087	707,687	978,774	144,532	1,123,306	1st half	XLIII	
276,472	944,439	1,220,911	163,652	1,384,563	2nd half		
547,559	1,652,126	2,199,685	308,184	2,507,869	Total		
25,814	49,210	75,042	2,067	77,091	1st half	XLIV	
29,048	49,149	78,197	1,885	80,082	2nd half		
54,862	98,359	153,221	3,952	157,173	Total		
74,630	125,441	200,071	20,623	220,694	1st half	XLV	
70,716	135,828	206,544	23,047	229,591	2nd half		
145,346	261,269	406,615	43,670	450,285	Total		
810,922	847,028	1,657,950	265,142	1,923,092	1st half	XLVI	
794,022	797,369	1,591,391	240,009	1,831,400	2nd half		
1,604,944	1,644,397	3,249,341	505,151	3,754,492	Total		
39,620	17,313	56,933	2,209	59,142	1st half	XLVII	
40,807	15,252	56,059	2,604	58,663	2nd half		
80,427	32,565	112,992	4,813	117,805	Total		
99,284	218,199	317,483	51,488	368,971	1st half	XLVIII	
86,826	206,922	293,748	55,148	348,896	2nd half		
186,110	425,121	611,231	106,636	717,867	Total		
684,960	835,979	1,520,939	308,412	1,829,351	1st half	XLIX	
621,482	803,375	1,424,857	317,091	1,741,948	2nd half		
1,306,442	1,639,354	2,945,796	625,503	3,571,299	Total		
392,596	519,494	912,090	239,536	1,151,626	1st half	L	
410,250	570,909	981,159	259,628	1,240,787	2nd half		
802,846	1,090,403	1,893,249	499,164	2,392,413	Total		
...	...	14,556	...	14,556	1st half / 2nd half	LIII	(b) Opened for traffic on the 1st April 1899.
...	...	14,556	.	14,556	Total		
2,210	9,066	11,276	3,568	14,844	1st half	LIV	
5,239	17,612	22,851	7,104	29,955	2nd half		
7,449	26,678	34,127	10,672	44,799	Total		
7,453	15,131	22,584	363	22,947	1st half	LV	
18,518	14,916	33,434	1,988	35,422	2nd half		
25,971	30,047	56,018	2,351	58,369	Total		
89,067	213,059	302,126	66,112	368,238	1st half	LVI	(c) Including the Lucknow-Bareilly section.
76,418	201,517	277,935	57,744	335,679	2nd half		
165,485	414,576	580,061	123,856	703,917	Total		
4,175,308	6,259,157	10,303,163	1,778,302	12,081,465	1st half		
4,176,787	7,048,319	11,103,131	1,850,273	12,953,404	2nd half		
8,352,095	13,307,476	21,420,850	3,628,575	25,049,425	Total (d)		(d) Including the Deoghur railways for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

[Form No. XIV of

Half-years ended the 30th June and the 31st December 1899.

Classification Number.	Railway.	1899.	Train-miles. Passengers.	Goods.	Mixed.	Light.
	Metre gauge—concld.					
	Brought forward metre gauge	1st half	1,637,977	3,812,610	4,838,207	145,671
		2nd half	1,700,974	4,399,458	4,929,011	195,663
		Total(a)	3,338,951	8,212,068	9,767,218	341,334
LVII	Segowlie-Raxaul (b)	1st half	...	...	.	...
		2nd half	54	...	2,502	..
		Total	54	...	2,502	...
LVIII	Bengal Dooars	1st half	34	1,087	14,965	3,329
		2nd half	65	1,261	15,172	3,262
		Total	99	2,348	30,137	6,591
LIX	Dibru-Sadiya	1st half	...	42,744	70,507	...
		2nd half	...	34,142	71,887	...
		Total	...	76,886	142,394	...
LX	Ledo and Tikak-Margherita Colliery	1st half	...	8,280	...	...
		2nd half	...	8,640	...	...
		Total	...	16,920	...	...
LXI	Ahmedabad-Parántij	1st half	...	1,573	39,096	...
		2nd half	...	369	39,744	17
		Total	...	1,942	78,840	17
LXII	Nilgiri (c)	1st half	1,003	781	...	...
		2nd half	12,341	11,384	...	68
		Total	13,344	12,105		68
LXIII	The Gaekwar's Mehsána	1st half	216	13,991	43,331	36
		2nd half	88	14,723	52,357	288
		Total	304	28,714	95,688	324
LXIV	Hyderabad-Godávari Valley (d)	1st half	...	...	...	...
		2nd half	...	9,031	13,200	...
		Total	...	9,031	13,200	...
LXV	Kolhápur	1st half	117	3,132	10,588	...
		2nd half	88	1,611	10,793	...
		Total	205	4,743	21,381	...
LXVI	Yesvantpur-Mysore frontier	1st half	2,214	3,951	35,219	154
		2nd half	979	3,265	36,977	154
		Total	3,193	7,216	72,196	308
LXVII	Mysore-Nanjangúd	1st half	3,510	344	5,820	...
		2nd half	1,194	1,272	4,499	...
		Total	4,704	1,616	10,319	...
LXVIII	Birur-Shimoga (e)	1st half	...	...	...	...
		2nd half	38	...	2,303	...
		Total	38	...	2,303	
LXXII	Jodhpur-Bikaner— Jodhpur section	1st half	2,207	87,957	144,905	334
		2nd half	1,508	93,407	165,532	354
		Total	3,775	181,364	310,437	688
	Bikaner section	1st half	347	3,524	30,951	44
		2nd half	...	11,583	31,380	42
		Total	347	15,107	62,331	86
LXXIII	Udaipur-Chitor	1st half	293	...	22,444	45
		2nd half	236	3,487	24,622	...
		Total	529	3,487	47,066	45
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	1st half	39,348	66,617	166,484	6,212
		2nd half	39,349	76,075	120,411	4,406
		Total	78,697	142,692	286,895	10,618
LXXV	Jetalsar-Rájkot	1st half	630	3,262	16,514	429
		2nd half	388	4,644	16,882	184
		Total	1,018	7,906	33,396	613
LXXVI	Jámnagar	1st half	373	56	17,950	50
		2nd half	318	72	18,200	...
		Total	691	128	36,150	50
LXXVII	Dhrángadrá	1st half	146	82	7,518	63
		2nd half	273	81	7,539	63
		Total	419	163	15,057	126
	Total metre gauge	1st half	1,688,475	4,049,991	5,464,499	156,367
		2nd half	1,757,893	4,674,505	5,563,011	204,501
		Total(a)	3,446,368	8,724,496	11,027,510	360,868
	Special gauges.					
LXXXIII	Jorhát (2' 0")	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXXIV	Cherra-Companyganj (2' 6") (f)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
	Total special gauges carried over	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAIN-MILEAGE—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1899.

Train-miles after apportioning mixed and light mileage. Coaching.	Goods.	Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1899.	Classification Number.	Remarks.
4,175,308	6,259,157	10,303,163	1,778,302	12,081,465	1st half		
4,176,787	7,048,319	11,103,131	1,850,273	12,953,404	2nd half		
8,352,095	13,347,476	21,420,850	3,628,575	25,049,425	Total(*b*)		
...	...	...	...	...	1st half	LVII	(*a*) Including the Daoghur railway, for which yearly figures are shown.
1,760	796	2,556	1,284	3,840	2nd half		
1,760	796	2,556	1,284	3,840	Total		(*b*) Opened for traffic on the 1st March 1899.
10,939	8,476	19,415	5,696	25,111	1st half	LVIII	
10,245	9,515	19,760	6,031	25,791	2nd half		
21,184	17,991	39,175	11,727	50,902	Total		
23,502	89,749	113,251	44,622	157,873	1st half	LIX	
23,962	82,067	106,029	52,138	158,167	2nd half		
47,464	171,816	219,280	96,760	316,040	Total		
...	8,280	8,280	...	8,280	1st half	LX	
...	8,640	8,640	...	8,640	2nd half		
...	16,920	16,920	...	16,920	Total		
21,504	19,165	40,669	3,941	44,610	1st half	LXI	
22,033	18,097	40,130	8,046	48,170	2nd half		
43,537	37,262	80,799	11,987	92,786	Total		
1,003	781	1,784	100	1,884	1st half	LXII	(*c*) Opened for traffic on the 15th June 1899.
12,341	11,452	23,793	814	24,607	2nd half		
13,344	12,233	25,577	914	26,491	Total.		
28,729	28,845	57,574	15,502	73,076	1st half	LXIII	
33,317	34,139	67,456	19,292	86,748	2nd half		
62,046	62,984	125,030	34,794	159,824	Total		
...	...	...	...	...	1st half	LXIV	(*d*) Opened for traffic on the 21st October 1899.
5,663	16,568	22,231	2,450	24,681	2nd half		
5,663	16,568	22,231	2,450	24,681	Total.		
4,533	9,304	13,837	2,246	16,083	1st half	LXV	
4,778	7,714	12,492	3,322	15,815	2nd half		
9,311	17,018	26,329	5,568	31,898	Total		
13,794	27,744	41,538	280	41,818	1st half	LXVI	
14,803	26,512	41,375	246	41,621	2nd half		
28,057	54,256	82,913	526	83,439	Total		
6,954	2,720	9,674	105	9,779	1st half	LXVII	
4,218	2,747	6,965	203	7,168	2nd half		
11,172	5,467	16,639	308	16,947	Total		
...	...	...	...	...	1st half	LXVIII	(*e*) Opened for traffic on the 1st December 1899.
1,490	851	2,341	75	2,416	2nd half		
1,490	851	2,341	75	2,416	Total.		
75,851	159,612	235,463	14,861	250,324	1st half	LXXII	
80,567	180,234	260,801	15,444	276,245	2nd half		
156,418	339,846	496,264	30,305	526,569	Total		
15,985	18,881	34,866	804	35,670	1st half		
13,978	29,027	43,005	1,176	44,181	2nd half		
29,963	47,908	77,871	1,980	79,851	Total		
14,567	8,215	22,782	2,096	24,878	1st half	LXXIII	
13,422	14,923	28,345	5,021	33,366	2nd half		
27,989	23,138	51,127	7,117	58,244	Total		
145,807	132,854	278,661	22,457	301,118	1st half	LXXIV	
121,354	118,887	240,241	21,380	261,621	2nd half		
267,161	251,741	518,902	43,837	562,739	Total		
13,972	6,863	20,835	846	21,680	1st half	LXXV	
13,286	8,812	22,098	687	22,785	2nd half		
27,258	15,675	42,933	1,533	44,465	Total		
14,620	3,809	18,429	615	19,044	1st half	LXXVI	
13,794	4,796	18,590	752	19,342	2nd half		
28,414	8,605	37,019	1,367	38,386	Total		
4,000	3,809	7,809	72	7,881	1st half	LXXVII	
4,280	3,676	7,956	438	8,394	2nd half		
8,280	7,485	15,765	510	16,275	Total		
4,571,008	6,788,264	11,228,030	1,892,545	13,120,574	1st half		
4,572,138	7,627,772	12,077,935	1,989,072	14,067,008	2nd half		
9,143,206	14,416,036	23,320,521	3,881,617	27,202,138	Total (*b*)		
...	...	15,598	...	15,598	1st half	LXXXIII	
...	...	14,508	..	14,508	2nd half		
...	...	30,106	...	30,106	Total		
...	...	2,624	...	2,624	1st half	LXXXIV	(*f*) Reconstituted a railway from the 7th July 1899.
...	...	...	...	...	2nd half		
...	...	2,624	...	2,624	Total		
...	...	18,222	...	18,222	1st half		
...	...	14,508	...	14,508	2nd half		
...	...	32,730	...	32,730	Total		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

[Form No. XIV of

Half-years ended the 30th June and the 31st December 1899.

Classification Number.	Railway.	1899.	Train-miles. Passengers.	Goods.	Mixed.	Light.
	Brought forward Special Gauges	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXXVI	Darjeeling-Himalayan (2' 0")	1st half	19,126	73,978	...	...
		2nd half	17,679	53,858	...	...
		Total	36,805	127,836	...	...
LXXXVII	Bársi Light (2' 6")	1st half	...	...	9,114	...
		2nd half	...	...	8,778	...
		Total	...	...	17,892	...
LXXXVIII	Howrah-Amta (2' 0")	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXXIX	Howrah-Sheakhalla (2' 0")	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
XC	Ránaghat-Krishnagar (2' 6") (a)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
XCI	Tárakeshawar-Magra (2' 6")	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
XCII	Tezpur-Bálipárá (2' 6")	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
XCIV	Gwalior-Light (2' 0") (b)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
XCV	The Gaekwar's Dabhoi (2' 6")	1st half	525	17,895	28,688	169
		2nd half	195	10,454	29,164	282
		Total	720	28,349	57,852	451
XCVI	Rajpipla (2' 6")	1st half	...	682	8,517	...
		2nd half	...	1,482	10,076	...
		Total	...	2,164	18,593	...
XCVIII	Cooch Behar (2' 6")	1st half	316	11,440	12,116	433
		2nd half	39	14,905	15,985	55
		Total	355	26,345	28,101	488
XCIX	Morvi (2' 6")	1st half	23,164	17,014	45,334	300
		2nd half	25,787	27,014	43,899	148
		Total	48,951	44,028	89,233	448
	Total Special Gauges	1st half	43,131	121,009	103,769	902
		2nd half	43,700	107,713	107,902	485
		Total	86,831	228,722	211,671	1,387
	Total of all Gauges for the Year		16,721,911	31,111,835	26,882,664	2,142,986

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAIN-MILEAGE—*concluded.*

Revenue Accounts.] Half years ended the 30th June and the 31st December 1899.

Train-miles after apportioning mixed and light mileage. Coaching.	Goods.	Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1899.	Classification Number.	Remarks.
...	...	18,222	...	18,222	1st half		
...	...	14,508	...	14,508	2nd half		
...	...	32,730	...	32,730	Total.		
19,126	73,978	93,104	...	93,104	1st half	LXXXVI	
17,679	53,858	71,537	...	71,537	2nd half		
36,805	127,836	164,641	...	164,641	Total.		
1,603	7,511	9,114	1,190	10,304	1st half	LXXXVII	
2,221	6,557	8,778	248	9,026	2nd half		
3,824	14,008	17,892	1,438	19,330	Total.		
...	...	34,257	...	34,257	1st half	LXXXVIII	
...	...	37,172	...	37,172	2nd half		
...	...	71,429	...	71,429	Total.		
...	...	17,915	...	17,915	1st half	LXXXIX	
...	...	16,997	...	16,997	2nd half		
...	...	34,912	...	34,912	Total.		
...	...	...	...	...	1st half	XC	(a) Opened for traffic on the 5th April 1899.
...	...	20,755	...	20,755	2nd half		
...	...	20,755	...	20,755	Total.		
...	...	36,049	...	36,049	1st half	XCI	
...	...	36,355	...	36,355	2nd half		
...	...	72,404	...	72,404	Total.		
...	...	16,160	...	16,160	1st half	XCII	
...	...	16,780	...	16,780	2nd half		
...	...	32,940	...	32,940	Total.		
...	...	...	...	...	1st half	XCIV	
...	...	4,982	...	4,982	2nd half		
...	...	4,982	...	4,982	Total.		
12,849	34,428	47,277	140	47,417	1st half	XCV	(b) Opened for traffic on the 2nd December 1899.
14,895	25,200	40,095	298	40,393	2nd half		
27,744	59,628	87,372	438	87,810	Total.		
2,498	6,701	9,199	1,521	10,720	1st half	XCVI	
4,208	7,350	11,558	115	11,673	2nd half		
6,706	14,051	20,757	1,636	22,393	Total.		
5,952	18,353	24,305	11,198	35,503	1st half	XCVIII	
7,969	23,015	30,984	10,650	41,634	2nd half		
13,921	41,368	55,289	21,848	77,137	Total.		
55,753	30,059	85,812	2,744	88,556	1st half	XCIX	
56,183	40,665	96,848	3,225	100,073	2nd half		
111,936	70,724	182,660	5,969	188,029	Total.		
97,781	171,030	391,414	16,793	408,207	1st half		
103,155	156,645	407,349	14,536	421,885	2nd half		
200,936	327,675	798,763	31,329	830,092	Total.		
31,371,291	45,488,105	77,144,104	13,317,663	90,461,767			

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL.

[Form Nos VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Classification Number.	Railway.	1899.	Interest on capital.	Net earnings.	Difference. Excess.	Difference. Deficiency.
			R	R	R	R
	STANDARD GAUGE.					
I	East Indian	1st half	(a)1,42,41,934	2,10,89,043	68,47,109	...
		2nd half	(a)1,37,99,393	2,20,01,884	82,02,491	...
		Total	2,80,41,327	4,30,90,927	1,50,49,600	...
II	Bengal Central	1st half	2,54,258	1,95,123	...	59,135
		2nd half	2,52,777	2,46,690	...	6,087
		Total	5,07,035	4,41,813	...	65,222
III	Bengal-Nágpur	1st half	28,91,637	26,26,602	...	2,65,035
		2nd half	30,84,216	20,95,212	...	9,89,004
		Total	59,75,853	47,21,814	...	12,54,039
IV	Indian Midland	1st half	19,90,049	14,56,007	...	5,34,042
		2nd half	19,85,362	13,26,943	...	6,58,419
		Total	39,75,411	27,82,950	...	11,92,461
V	Bhopal-Itársi (British section)	1st half	46,414	45,769	...	645
		2nd half	46,889	38,311	...	8,578
		Total	93,303	84,080	...	9,223
VII	Wardha Coal	1st half	99,927	51,907	...	48,020
		2nd half	99,925	30,593	...	69,332
		Total	1,99,852	82,500	...	1,17,352
VIII	Dhond-Manmád	1st half	2,29,098	1,32,792	...	96,306
		2nd half	2,30,198	1,66,763	...	63,435
		Total	4,59,296	2,99,555	...	1,59,741
IX	Bezwada extension (East Coast State)	1st half	30,041	53,431	23,390	...
		2nd half	30,060	1,30,934	1,00,874	...
		Total	60,101	1,84,365	1,24,264	...
	Washermenpet-Ennúr section (Bezwada-Madras).	1st half	(b)11,960	22,212	10,252	...
		2nd half	Incorporated with	the East Coast Sta[te]	to railway from th[e]	[th]e 1st July 1899.
		Total	11,960	22,212	10,252	...
XI	North Western	1st half	(c)1,16,20,333	(d)84,50,260	...	31,70,073
		2nd half	(c)1,18,28,746	(d)75,01,669	...	43,27,077
		Total	2,34,49,079	1,59,51,929	...	74,97,150
XII	Hyderabad-Shadipalli	1st half	36,774	40,150	3,376	...
		2nd half	36,782	48,313	11,531	...
		Total	73,556	88,463	14,907	...
XIII	Oudh and Rohilkhand	1st half	29,35,635	32,32,332	2,96,697	...
		2nd half	29,49,516	28,44,263	...	1,05,253
		Total	58,85,151	60,76,595	1,91,444	...
XIV	Eastern Bengal	1st half	(c)20,13,335	14,13,085	...	6,00,250
		2nd half	(c)20,28,137	31,76,355	11,48,218	...
		Total	40,41,472	45,89,440	5,47,968	...
XV	Calcutta Port Commissioners'	1st half	(e)60,730	86,339	25,609	...
		2nd half	(e)64,193	1,06,117	41,924	...
		Total	1,24,923	1,92,456	67,533	...
	TOTAL STANDARD GAUGE carried over	1st half	3,64,62,125	3,88,95,052	72,06,433	47,73,506
		2nd half	3,64,36,194	3,97,14,047	95,05,038	62,27,185
		Total	7,28,98,319	7,86,09,099	57,10,780	...

(a) Including contribution to Provident Fund and annuity.
(b) Including contribution to Provident Fund.
(c) Including annuity.
(d) Excluding rebate paid to the Southern Punjab railway.
(e) Including contribution to Sinking Fund.

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*continued.*

[Form Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Classification Number.	Railway.	1899.	Interest on capital.	Net earnings	Difference: Excess.	Difference: Deficiency.
			R	R	R	R
	STANDARD GAUGE—*concld.* Brought forward STANDARD GAUGE	1st half	3,64,62,125	3,88,95,052	72,06,433	47,73,506
		2nd half	3,64,36,194	3,97,14,047	95,05,038	62,27,185
		Total	7,28,98,319	7,86,09,099	57,10,780	...
XVI	East Coast	1st half	16,01,456	9,12,573	...	6,88,883
		2nd half	16,30,469	6,02,509	...	10,27,060
		Total	32,31,925	15,15,082	...	17,16,843
XVII	Great Indian Peninsula	1st half	(a)60,46,123	1,02,46,948	36,00,825	...
		2nd half	(a)65,37,235	56,97,218	...	8,40,017
		Total	1,31,83,358	1,59,44,166	27,60,808	...
XVIII	Bombay, Baroda and Central India	1st half	24,57,161	49,15,296	24,58,135	...
		2nd half	(a)25,89,231	44,68,941	18,79,710	...
		Total	50,46,392	93,84,237	43,37,845	...
XIX	Madras	1st half	(a)29,32,470	23,28,140	...	6,04,330
		2nd half	(a)29,61,844	27,21,591	...	2,40,253
		Total	58,94,314	50,49,731	...	8,44,583
XXII	South Behar (Luckeeserai-Gya)	1st half	...	...	...	...
		2nd half	1,98,347	(b)1,65,566	...	32,781
		Total	1,98,347	1,65,566	...	32,781
XXIII	Southern Punjab (Delhi-Samásata)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	(c) 7,90,603	(b) 8,00,699	10,096	...
XXVI	Khámgaon	1st half	10,443	10,901	458	...
		2nd half	10,443	3,949	...	6,494
		Total	20,886	14,850	...	6,036
XXVII	Amráoti	1st half	9,091	21,773	12,082	...
		2nd half	9,088	10,441	1,353	...
		Total	18,179	32,214	14,035	...
XXX	Bhopal-Itársi (Native state section)	1st half	1,00,000	98,344	...	1,656
		2nd half	1,00,000	81,100	...	18,900
		Total	2,00,000	1,79,444	...	20,556
XXXI	The Nizam's Guaranteed state	1st half	(d)12,50,154	11,40,918	...	1,09,236
		2nd half	(d)12,40,468	13,60,128	1,19,660	...
		Total	24,90,622	25,01,046	10,424	...
XXXII	Nágdá-Ujjain	1st half	44,856	35,478	...	9,378
		2nd half	44,463	42,254	...	2,209
		Total	89,319	77,732	...	11,587
XXXIII	The Gaekwar's Petlád	1st half	15,014	20,810	5,796	...
		2nd half	15,016	18,502	3,486	...
		Total	30,030	39,312	9,282	...
XXXIV	Kolar Gold-fields	1st half	17,842	22,408	4,566	...
		2nd half	21,591	34,419	12,828	...
		Total	39,433	56,827	17,394	...
XXXVI	Rájpura-Bhátinda	1st half	1,34,104	1,57,203	23,099	...
		2nd half	1,34,116	1,48,581	14,465	...
		Total	2,68,220	3,05,784	37,564	...
XXXVII	Jammu and Kashmir (Native state section).	1st half	19,241	11,466	...	7,775
		2nd half	19,232	11,465	...	7,767
		Total	38,473	22,931	...	15,542
	TOTAL STANDARD GAUGE (e)	1st half	5,17,00,080	5,88,17,310	1,33,11,994	61,94,764
		2nd half	5,19,47,737	5,50,80,711	1,15,36,540	84,03,566
		Total(f)	10,44,38,420	11,46,98,720	1,02,60,300	...

(a) Including contribution to Provident Fund.
(b) Including rebate.
(c) Figures obtained from chapter II.
(d) Including contribution to Sinking Fund.
(e) Excluding the Godhra-Rutlam-Nágdá, Delhi-Umballa-Kalka, Tarkessur, Tápti Valley, Bina-Goona Bárán and Bhopal-Ujjain railways.
(f) Including the Southern Punjab (Delhi-Sumásata) railway for which yearly figures are given.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*continued.*

[Form Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Classification Number.	Railway.	1899.	Interest on capital.	Net earnings.	Difference. Excess.	Difference. Deficiency.
			R	R	R	R
	METRE GAUGE.					
XXXIX	Bengal and North-Western—Tirhoot section	1st half	5,44,976	9,01,198	3,56,222	...
		2nd half	5,53,770	4,78,963	...	74,807
		Total	10,98,746	13,80,161	2,81,415	...
	Company's section	1st half	8,60,270	15,81,689	7,21,419	...
		2nd half	8,59,870	11,51,162	2,91,292	...
		Total	(a)22,34,120	27,32,851	(b)4,98,731	...
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	(c)1,86,840	3,49,518	1,62,678	...
		2nd half	(c)1,85,548	2,90,689	1,05,141	...
		Total	3,72,388	6,40,207	2,67,819	...
XLI	Rajputana-Malwa (d)	1st half	(e) 37,07,344	69,57,895	32,50,551	...
		2nd half	(e) 38,97,573	79,56,479	40,58,906	...
		Total	76,04,917	1,49,14,374	73,09,457	...
XLII	Pálanpur-Deesa	1st half	8,365	11,862	3,497	...
		2nd half	8,366	13,858	5,492	...
		Total	16,731	25,720	8,989	...
XLIII	Southern Mahratta	1st half	(e) 22,71,939	10,30,187	...	12,41,752
		2nd half	(e) 22,14,406	8,64,814	...	13,49,592
		Total	44,86,345	18,05,001	...	25,91,344
XLIV	Guntakal-Mysore frontier	1st half	1,18,022	68,349	...	49,673
		2nd half	1,17,974	60,111	...	57,863
		Total	2,35,996	1,28,460	...	1,07,536
XLV	Mysore section (Southern Mahratta)	1st half	(e)4,06,473	1,78,763	...	2,27,710
		2nd half	(e)3,96,720	1,50,269	...	2,46,451
		Total	8,03,193	3,29,032	...	4,74,161
XLVI	South Indian	1st half	(c)&(e) 19,89,103	18,95,201	...	93,902
		2nd half	(c)&(e) 20,16,896	21,38,019	1,21,123	...
		Total	40,05,999	40,33,220	27,221	...
XLVII	Máyavaram-Mutupet	1st half	49,930	45,638	...	4,292
		2nd half	49,915	51,160	1,245	...
		Total	99,845	96,798	...	3,047
XLVIII	Assam-Bengal	1st half	13,91,046	1,48,120	...	12,42,926
		2nd half	14,72,668	1,74,584	...	12,98,084
		Total	28,63,714	3,22,704	...	25,41,010
XLIX	Burma	1st half	19,18,712	20,90,212	1,71,500	...
		2nd half	19,16,497	14,88,195	...	4,28,302
		Total	38,35,209	35,78,407	...	2,56,802
L	Eastern Bengal—Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch).	1st half	8,65,436	12,80,441	4,15,005	...
		2nd half	8,46,285	21,72,587	13,26,302	..
		Total	17,11,721	34,53,028	17,41,307	...
	Dacca section	1st half	1,44,511	1,31,495	...	13,016
		2nd half	1,43,284	1,27,120	...	16,164
		Total	2,87,795	2,58,615	...	29,180
	TOTAL METRE GAUGE carried over	1st half	1,44,62,967	1,66,70,568	50,80,872	28,73,271
		2nd half	1,46,79,772	1,71,18,010	59,09,501	34,71,263
		Total	(a)2,96,56,719	3,37,88,578	(b)41,31,859	...

(a) Including Rs.13 980 on account of interest charges for the Ganges-Gogra Doab railway, not included in the half-yearly figures.
(b) For cause of difference vide foot-note (a) above.
(c) Including contribution to Provident Fund.
(d) Including the Godhra-Rutlam-Nágdá railway.
(e) Including share of surplus profits payable to the working company.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*concluded.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*concluded.*

[Form Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1899.

Classification Number.	Railway.	1899.	Interest on capital.	Net earnings.	Difference. Excess.	Difference. Deficiency.
			R	R	R	R
	METRE GAUGE—*concld.* Brought forward METRE GAUGE	1st half	1,44,62,967	1,66,70,568	50,80,872	28,73,271
		2nd half	1,46,79,772	1,71,18,010	59,09,501	34,71,263
		Total	2,96,56,739	3,37,88,578	41,31,839	...
LIX	Dibru-Sadiya	1st half	1,97,212	1,95,757	...	1,455
		2nd half	1,97,238	2,53,931	56,693	...
		Total	3,94,450	4,49,688	55,238	...
LXI	Ahmedabad-Parántij	1st half	38,941	59,213	20,272	...
		2nd half	39,008	62,475	23,467	...
		Total	77,949	1,21,688	43,739	...
LXIII	The Gaekwar's Mehsána	1st half	65,384	1,09,186	43,802	...
		2nd half	65,658	1,07,467	41,809	...
		Total	1,31,042	2,16,653	85,611	...
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	1st half	3,57,771	5,63,857	2,06,086	...
		2nd half	3,58,768	3,63,078	4,310	...
		Total	7,16,539	9,26,935	2,10,396	...
LXXV	Jetalsar-Rájkot	1st half	31,612	41,923	10,311	...
		2nd half	31,664	36,803	5,139	...
		Total	63,276	78,726	15,450	...
LXXVI	Jámnagar	1st half	46,208	27,246	...	18,962
		2nd half	46,109	24,294	...	21,815
		Total	92,317	51,540	...	40,777
LXXVII	Dhrángadra	1st half	11,898	14,078	2,180	...
		2nd half	12,023	6,900	...	5,123
		Total	23,921	20,978	...	[illegible],043
	TOTAL METRE GAUGE (*a*)	1st half	1,52,11,993	1,76,81,828	53,63,523	28,03,688
		2nd half	1,54,30,240	1,79,72,958	60,40,919	34,98,201
		Total	(*b*)3,11,56,213	3,50,51,786	44,98,573	...
	SPECIAL GAUGES.					
LXXXIII	Jorhát (2' 0")	1st half	18,462	—8,627	...	27,089
		2nd half	18,088	2,681	...	10,007
		Total	37,150	—5,946	...	43,096
LXXXIV	Cherra-Companyganj (2' 6")	1st half	6,782	—24,486	...	31,268
		2nd half	6,784	—10,121	...	16,905
		Total	13,566	—34,607	...	48,173
XCV	The Gaekwar's Dabhoi (2' 6")	1st half	42,367	49,557	7,190	...
		2nd half	42,358	38,014	...	4,344
		Total	84,725	87,571	2,846	...
XCVI	Rajpipla (2' 6")	1st half	23,374	6,850	...	16,524
		2nd half	25,419	1,628	...	23,791
		Total	48,793	8,478	...	40,315
XCVIII	Cooch Behar (2' 6")	1st half	24,775	17,675	...	7,100
		2nd half	25,103	25,398	295	...
		Total	49,878	43,073	...	6,805
XCIX	Morvi (2' 6")	1st half	50,079	1,09,351	59,272	...
		2nd half	50,128	60,702	10,574	...
		Total	1,00,207	1,70,053	69,846	...
	TOTAL SPECIAL GAUGES (*c*)	1st half	1,65,839	1,50,320	66,462	81,681
		2nd half	1,68,480	1,18,302	10,869	61,047
		Total	3,34,319	2,68,622	...	65,697
	TOTAL OF ALL GAUGES FOR THE YEAR		13,59,28,952	15,06,22,128	1,46,93,176	...

(*a*) Excluding the Deoghur, Brahmaputra-Sultanpur, Mymensingh Jamálpur-Jagannathganj, Rohilkund and Kumaon (Company's section), Segowlie-Raxaul, Bengal Dooars, Ledo and Tikak-Margherita Colliery, Nilgiri, Hyderabad-Godávari Valley, Kolhápur, Yesvantpur-Mysore frontier, Mysore-Nanjangúd, Birur-Shimogá Jodhpur-Bikaner and Udaipur-Chitor railways, but including the Godhra-Ratlam-Nagda railway.

(*b*) *vide* foot-note (*c*) in preceding page.

(*c*) Excluding the Darjeeling-Himalayan, Bársi Light, Howrah-Amta, Howrah-Sheakhalla, Ránaghat Krishnagar, Tárakeswar Magra, Tezpore-Bálipará and Gwalior Light railways.

APPENDIX A—*continued.*

INDIAN RAILWAYS.

Statistics of their working for the half-years ended the 30th June and the 31st December 1899.

PART II.

SUMMARY OF ANALYSIS OF WORKING.

CONTENTS.

APPENDI[X]
STATISTICS OF INDIA[N RAILWAYS]

Half-years ended the 30th June and the 31st December 1899.

Progressive number.	Headings.	1899.	STANDA[RD GAUGE] — State lines worked by companies. I. East Indian railway system.	II. Bengal-Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system. (a)	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand including the Cawnpore-Burhwal (metre gauge link.)	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked [by guaran]teed c[ompanies]. XVII. Great Indian Peninsula railway system. (f)	XVIII. Bombay Baroda a[nd] Central India railway system. ([g])
	DESCRIPTION OF RAILWAY WORKED.											
1	Gauge of railway	1st half	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6
		2nd „	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6
2	Mean mileage worked . . . *Miles*	1st half	(b)1,932·85	125·01	1,162·71	1,080·15	2,473·47	(c)1 012·98	266·70	771·94	1,401·31	685·6
		2nd „	(b)2,007·31	138·89	1,139·46	1,134·08	2,528·87	(c) ,012·98	267·79	801·71	1,491·31	754·8
3	Number of stations . . . . *No.*	1st half	286	26	134	141	356	141	78	138	218	11
		2nd „	303	26	136	141	358	141	78	147	218	12
4	Total length of the following gradients :											
	(a) 1/50 and less . . . . *Miles*	1st half	5·78	...	0·66	...	71·12	...	...	...	19·31	...
		2nd „	5·78	...	1·07	...	71·12	...	...	...	19·31	...
	(b) 1/51 to 1/80 . . . . . „	1st half	13·70	...	0·91	6·75	91·59	...	...	...	2·36	1·3
		2nd „	13·70	...	0·91	6·75	91·59	...	...	...	2·36	1·3
	(c) 1/81 to 1/100 . . . . . „	1st half	27·54	...	85·41	11·19	162·46	(d) 2·84	...	...	62·10	0·5
		2nd „	27·54	...	85·31	11·19	162·47	(d) 2·84	...	...	62·10	0·5
	(d) 1/101 to 1/200 . . . . . „	1st half	161·20	...	348·70	361·64	145·15	(d) 9 19	...	169·36	516·07	115·6
		2nd „	161·20	...	351·67	361·65	145·16	(d) 9·19	...	169·43	516·07	85·6
	(e) 1/201 to 1/300 . . . . . „	1st half	120·71	...	90·04	104·10	110·17	(d) 18·05	2·45	59·20	204·78	33·2
		2nd „	120·71	...	98·85	104·10	110·17	(d) 18·05	2·45	59·88	204·78	109·6
5	Steepest gradient worked—											
	(a) Inclination	1st half	1/40	...	1/80	1/80	1/28	(d) 1/100	1/300	1/150	1/37	[illegible]
		2nd „	1/40	...	1/80	1/80	1/28	(d) 1/100	1/300	1/150	1/37	[illegible]
	(b) Length . . . . . *Miles*	1st half	3·98	...	0·66	2·39	6·52	(d) 2·84	2·00	113·05	5·84	1·3
		2nd „	3·98	...	0·45	2·40	6·52	(d) 2·84	2·00	113·12	5·85	1·3
	FINANCIAL RESULTS.											
6	Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay . . . . *Per cent.*	1st half	5·05	1·55	1·83	1·45	2·64	2·75	2·03	1·13	3·60	3·7
		2nd „	5·07	1·95	1·41	1·44	2·18	2·41	4·48	0·74	2·03	3·2
7	Percentage of net earnings for each half-year on paid up capital . . . . „	1st half	...	...	1·58	1·43	...	...	...	...	3·59	4·5
		2nd „	...	...	1·22	1·30	...	...	...	...	2·01	2·9
	OUTLAY, EARNINGS AND EXPENSES. (*Exclusive of Steam-boat Service.*)											
8	Capital outlay per mile open . . R	1st half	2,15,556	97,169	1,19,707	1,24,040	1,38,753	1,13,892	2,44,963	98,080	2,14,563	1,88,88
		2nd „	2,17,348	98,648	1,23,809	1,25,381	1,42,688	1,14,721	2,47,566	99,074	2,14,747	1,80,84
9	Total earnings per mile open per week „	1st half	643	166	157	143	285	221	518	109	523	56
		2nd „	631	166	146	134	245	202	780	100	400	46
10	Total working expenses per mile open per week . . . . „	1st half	219	106	70	79	133	99	314	65	256	26
		2nd „	202	97	75	78	122	94	312	70	248	22
11	Total earnings per train-mile . . . „	1st half	4·47	2 81	4·34	3·51	3·94	(d) 3·45	4·00	3·18	4·16	6·4
		2nd „	4·34	2·75	3·50	3·49	3·75	3·53	4·90	2·59	3·39	5·7
12	Total working expenses per train-mile „	1st half	1·52	1·79	1·94	1·94	1·84	(d) (e)1·59	2·42	1·89	2·03	3·0
		2nd „	1·39	1·62	1·80	2·02	1·86	1·64	2·02	1·83	2·10	2·7
13	Net earnings per train-mile . . . „	1st half	2·95	1·01	2·40	1·57	2·10	(d) 1·86	1·58	1·29	2·13	3·3
		2nd „	2·95	1 13	1·70	1·47	1·89	1·89	2·88	0·76	1·29	3·0
14	Cost per 1,000 gross ton-miles moved (freight and dead-weight) . . . „	1st half	3·90	6·39	4·84	5·79	4·89	4·05	8·12	5 84	6·24	7·5
		2nd „	3·61	6·00	4·46	5·05	5·10	5·65	5·46	6·00	6·87	7·0
15	Percentage of total working expenses on total earnings . . . . *Per cent.*	1st half	34·06	63·94	44·75	55·38	46·74	44·53	60·57	59·41	48·90	47·0
		2nd „	31·34	58·79	51·50	57·67	49·62	46·45	41·22	70·58	61·87	48·1
16	Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores . . . „	1st half	32·74	63 84	43·38	53·62	44·84	42·67	60·35	58·15	47·69	45·9
		2nd „	29·16	58 54	49·77	56·69	48·03	45·40	40·81	69·76	60·79	47·5
	(*Inclusive of Steam-boat Service.*)											
17	Percentage of total working expenses on total earnings (for details, see items 123—29) . . . . *Per cent.*	1st half	34·21	63·94	44·75	55·58	46·77	44·53	60·82	59 25	48·90	47·0
		2nd „	32·17	58·79	51·50	57·67	49·69	46·45	41·67	71·34	61·87	48·1

(a) Including the Bhopal-Itarsi, Bina-Goona-Bárán and Bhopal-Ujjain railways excepting items 6 to 8.
(b) Including 34·50 miles of the Eastern Bengal State railway, and 1·00 mile of the Rajputana-Malwa railway, worked over by the undertaking.
(c) Including 62·22 miles of metre gauge line.
(d) Standard gauge only.
(e) Excluding payments to the Bengal and North-Western and to the Rohilkund and Kumaon Railway Companies.
(f) Including the Wardha Coal, Dhond-Manmad, Khamgaon, and Amráoti railways, excepting items 6 to 8 and 196 to 199.
(g) Including the Godhra-Rutlam-Nagdá, the Gaekwar's Petlád and the Nágdá-Ujjain railways excepting item 7.

A—*continued.*

RAILWAYS—(Part II).

Half-years ended the 30th June and the 31st December 1898.

GAUGE.		METRE GAUGE.												
GUARANTEED COMPANIES.	LINES OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.				
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed state railway system.(h)	XXXIX. Bengal and North-Western railway system.(i)	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharlla (2' 6" gauge) branch.	LVI. Rohilkund and Kumaon railway system.	LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhávnagar-Gondal-Junágad-Porbandar railway system.	1899.	Progressive number.
5' 6"	5' 6"	3' 3⅜"	3' 3⅜"	3' 3⅜"	3' 3⅜"	3' 3⅜"	3' 3⅜"	3' 3⅜"	3' 3⅜"	3' 3⅜"	3' 3⅜"	3' 3⅜"	1st half	1
5' 6"	5' 6"	3' 3⅜"	3' 3⅜"	3' 3⅜"	3' 3⅜"	3' 3⅜"	3' 3⅜"	3' 3⅜"	3' 3⅜"	3' 3⅜"	3' 3⅜"	3' 3⅜"	2nd „	
859·41	354·70	1,012·05	1,838·44	1,556·20	1,094·12	415·98	936·13	564·39	292·01	336·08	85·76	455·18	1st half	2
853·40	354·70	1,084·80	1,836·97	1,563·21	1,101·25	410·55	951·94	564·39	269·72	380·50	95·00	455·18	2nd „	
164	44	181	256	209	169	67	152	85	46	40	7	64	1st half	3
164	45	181	256	215	171	70	158	85	46	40	7	64	2nd „	
...	...	...	3·40	2·94	...	...	2·29	...	...	...	...	...	1st half	4
...	...	...	3·40	2·94	...	...	2·29	...	...	...	...	...	2nd „	
22·64	...	...	0·23	48·37	...	1·08	8·18	...	6·41	...	...	0·07	1st half	
22·64	...	...	0·23	48·37	...	1·08	8·18	...	6·41	...	...	0·07	2nd „	
50·13	83·61	...	18·75	499·56	119·39	0·07	18·38	...	7·29	...	...	0·34	1st half	
50·13	83·01	...	18·75	499·56	119·39	4·60	32·62	0·07	7·29	...	...	0·34	2nd „	
199·48	111·48	3·42	306·40	240·27	207·91	37·68	96·56	...	4·40	57·86	23·55	121·23	1st half	
199·48	111·48	3·42	306·40	240·27	207·91	52·57	115·18	10·21	4·40	57·86	23·55	121·23	2nd „	
124·10	81·30	3·06	149·83	93·36	82·48	18·56	87·25	9·94	5·81	32·34	9·75	63·90	1st half	
124·10	81·30	3·06	149·83	93·36	82·48	29·54	91·15	9·94	5·81	32·34	9·75	63·90	2nd „	
1/80	1/100	1/300	1/40	1/40	1/100	1/83	1/30	1/100	1/70	1/150	1/150	1/47	1st half	5
1/80	1/100	1/300	1/30	1/40	1/100	1/83	1/60	1/100	1/70	1/150	1/150	1/47	2nd „	
0·80	2·51	3·42	3·40	2·94	3·12	0·57	2·29	0·07	3·00	1·59	1·02	0·07	1st half	
0·80	2·52	3·42	3·40	2·94	3·12	0·57	2·29	0·07	3·00	1·59	1·02	0·07	2nd „	
1·92	2·76	3·30	4·89	1·07	2·49	0·28	2·54	2·80	4·10	5·87	2·67	2·89	1st half	6
2·23	3·27	2·10	5·71	0·88	2·80	0·32	1·75	4·49	3·42	8·38	2·53	1·92	2nd „	
1·93	2·37	...	...	...	...	0·41	1·93	...	...	...	...	...	1st half	7
2·23	2·82	...	...	...	...	0·48	1·38	...	...	...	...	...	2nd „	
1,41,308	1,23,783	66,001	73,835	79,080	69,801	1,14,280	84,940	87,617	39,864	21,661	21,047	(j) 49,269	1st half	8
1,42,446	1,23,869	67,960	74,081	78,578	69,192	1,17,381	83,554	88,801	40,101	21,414	21,208	(j) 49,374	2nd „	
221	222	148	253	92	153	77	195	177	119	91	39	103	1st half	9
263	258	117	280	95	155	74	164	232	119	102	36	85	2nd „	
115	92	61	111	59	84	63	108	85	56	42	15	49	1st half	10
139	96	63	113	68	78	57	103	86	62	33	15	48	2nd „	
3·82	4·62	2·74	4·12	2·82	2·51	2·62	3·12	2·85	3·00	3·82	2·47	3·75	1st half	11
4·15	4·66	2·34	3·70	2·47	2·67	2·69	2·84	3·48	2·99	3·87	2·05	3·47	2nd „	
1·98	1·92	1·13	1·80	1·81	1·38	2·15	1·73	1·37	1·41	1·77	0·94	1·76	1st half	12
2·19	1·74	1·27	1·50	1·76	1·34	2·09	1·78	1·29	1·56	1·25	0·87	1·98	2nd „	
1·83	2·70	1·62	2·32	1·01	1·13	0·47	1·39	1·48	1·59	2·05	1·53	1·99	1st half	13
1·96	2·92	1·08	2·20	0·71	1·33	0·60	1·06	2·19	1·43	2·62	1·18	1·49	2nd „	
6·77	4·70	5·22	7·56	9·10	8·55	8·81	8·49	7·39	7·93	8·30	5·53	10·27	1st half	14
7·34	3·94	6·32	6·05	8·93	8·19	7·36	8·91	6·71	9·84	5·62	4·76	11·08	2nd „	
51·04	41·51	41·03	43·81	64·19	55·08	82·17	55·59	47·99	47·11	46·22	38·10	47·05	1st half	15
52·78	37·36	54·13	40·49	71·23	50·30	77·80	62·63	37·11	52·18	32·33	42·28	56·95	2nd „	
51·18	40·49	39·79	42·81	63·20	54·54	83·07	54·52	46·04	46·60	46·18	38·00	46·81	1st half	16
52·11	36·31	52·14	39·30	69·35	49·74	77·61	61·82	35·50	51·63	32·28	42·27	56·50	2nd „	
51·94	41·51	40·85	43·81	64·19	55·08	82·17	56·08	4077	47·11	46·22	38·10	47·05	1st half	17
52·78	37·36	53·59	40·49	71·23	50·30	77·87	63·40	38·06	52·18	32·33	42·28	56·95	2nd „	

(h) Including the Bezwada extension of the East Coast State railway excepting items 6 to 8.
(i) Although for convenience classed amongst State railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(j) Calculated on the mileage, excluding the dock estates and quarry lines constructed and maintained by the Native states as separate undertakings from the Bhávnagar-Gondal-Junágad-Porbandar railway.

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1899.

Progressive number.	Headings.	1899.	STANDARD — State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including Cawnpore Burhwal (metre gauge link).	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by com- XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.											
18	Total working expenses for both coaching and goods traffic* . . R	1st half	1,05,96,162	2,67,593	20,37,051	21,42,377	83,03,516	24,83,498	21,22,005	12,71,610	97,41,265	45,42,944
		2nd „	1,01,08,361	3,24,415	21,33,551	21,94,330	76,49,389	20,28,768	21,04,779	14,34,957	94,00,705	42,54,916
	Proportions, *dividing expenditure in ratio† of gross ton-mileage (freight and dead load).*											
19	Coaching . . . „	1st half	26,79,007	1,72,671	5,37,265	6,54,946	22,86,3.6	8,91,786	9,34,605	4,90,930	27,52,728	13,12,479
		2nd „	25,23,802	1,61,157	5,35,106	7,15,381	25,20,476	8,09,998	6,71,231	5,94,686	32,17,957	13,17,348
20	Goods . . . . „	1st half	79,17,155	94,022	14,99,786	14,87,431	60,17,170	15,91,712	11,87,400	7,80,680	69,88,537	32,30,465
		2nd „	75,84,559	1,61,258	15,98,445	14,78,94	51,28,913	12,18,770	14,33,548	8,40,271	61,82,748	29,37,568
	COACHING TRAFFIC.											
	Gross receipts and train-mileage—											
21	Receipts from coaching traffic . . . R	1st half	97,84,411	3,46,716	10,46,584	13,44,60	56,16,090	22,40,145	15,21,343	10,75,054	40,15,348	24,72,337
		2nd „	99,10,409	3,46,768	11,05,903	12,89,01	56,62,981	20,17,502	15,08,704	10,56,890	41,95,875	25,85,828
22	Coaching train-miles run *No.*	1st half	2,685,572	132,751	398,091	473,33	1,842,753	758,023	517,796	278,081	2,014,936	745,033
		2nd „	2,795,104	122,851	434,667	499,78.	1,924,278	729,047	538,583	351,900	2,142,561	768,713
23	Average coaching receipts per train-mile . . R	1st half	3·64	2·61	2·63	2·8.	3·05	2·96	2·04	3·87	1·99	3·32
		2nd „	3·55	2·82	2·54	2·5	2·94	2·77	2·80	3·00	1·96	3·36
	Units and Unit-mileage—											
	Number of units carried one mile—											
24	1st class . . *Unit-miles*	1st half	4,360,053	69,640	361,352	1,141,731	3,266,337	1,092,824	935,014	312,462	4,799,094	1,775,424
		2nd „	4,094,536	51,848	389,971	1,104,984	2,841,724	957,756	817,143	310,067	4,930,956	1,442,317
25	2nd „ . . . „	1st half	11,959,520	468,761	885,234	3,205,23	10,020,886	3,006,492	1,907,122	693,609	21,376,885	11,689,632
		2nd „	12,491,206	315,100	1,174,160	3,253,82.	8,446,998	3,944,704	1,788,975	946,454	17,908,666	10,141,313
26	3rd or intermediate class „	1st half	39,392,537	891,431	1,284,970	(a)14,413,92	24,414,519	7,794,965	10,011,931	399,626	(a)20,830,621	21,812,723
		2nd „	37,163,718	1,019,670	1,348,012	(a)11,761,85.	23,853,067	7,577,469	9,747,881	456,444	(a)20,938,894	20,915,192
27	4th or lowest „ „	1st half	552,016,822	19,056,204	85,812,817	(b)57,289,49.	361,897,902	134,625,057	84,587,769	72,988,804	(b)213,581,189	120,583,857
		2nd „	548,156,751	17,861,440	87,536,341	(b)48,421,797	355,767,574	118,291,609	81,887,073	70,826,192	(b)218,076,140	134,575,248
28	Total passenger unit-mileage . . . . „	1st half	607,728,922	20,486,126	88,343,673	76,350,381	399,599,734	146,519,338	97,442,736	74,404,501	260,587,783	155,861,636
		2nd „	601,904,211	19,248,058	90,448,484	64,002,45.	390,909,363	129,771,538	94,241,072	72,539,157	261,914,656	167,074,070
29	Other coaching traffic . . *Ton-miles.*	1st half	7,145,975	145,286	459,791	1,036,671	3,279,067	999,312	613,453	277,690	4,890,476	2,244,603
		2nd „	8,727,899	169,432	566,847	1,600,21.	4,923,304	1,038,557	731,943	296,928	5,305,830	2,048,769
	Average sum received for carrying a unit one mile—											
30	1st class . . *Pies*	1st half	15·53	9·74	13·56	10·75	10·70	11·40	12·98	16·09	10·89	9·79
		2nd „	15·73	14·27	13·63	10·91	10·91	11·35	11·60	15·80	11·01	9·76
31	2nd „ . . . „	1st half	6·61	4·94	5·80	4·83	4·40	5·29	6·17	8·13	3·95	4·58
		2nd „	6·91	7·25	5·77	4·95	4·76	5·43	6·36	7·00	4·33	4·76
32	3rd or intermediate class „	1st half	3·28	3·53	2·85	(a)2·9	3·00	3·36	2·98	4·43	(a)3·00	2·99
		2nd „	3·38	3·46	2·91	(a)2·97	3·00	3·33	3·00	4·36	(a)3·00	2·99
33	4th or lowest „ . „	1st half	2·51	2·8	1·97	(b)2·55	2·25	2·50	2·47	2·48	(b)1·91	2·23
		2nd „	2·51	3·01	2·00	(b)2·55	2·25	2·50	2·48	2·48	(b)1·92	2·29
34	Average for all classes . „	1st half	2·73	2·94	2·07	2·86	2·42	2·67	2·70	2·60	2·33	2·60
		2nd „	2·74	3·13	2·11	2·90	2·41	2·68	2·69	2·60	2·35	2·60
35	Other coaching traffic per ton-mile . . . „	1st half	30·34	43·0	30·24	38·66	34·14	39·06	47·48	46·65	33·63	30·93
		2nd „	28·85	36·55	37·88	37·69	29·27	38·10	40·63	47·20	35·99	30·70

* Excluding steam-boat expenses, and after deducting telegraph and sundry receipts, and leaving only the balance of payments to other lines or mileage, etc.

† For "freight", passenger units (items 24 to 27) have been converted into tons at the following rates, *viz.*:—

First class passenger with free luggage . . . . 0·10 ton
Second „ „ „ . . . . 0·08 „
Third or fourth class passenger with free luggage . . . . 0·06 „

plus the ton-mileage of other coaching traffic.

(*a*) Third class by mail trains.
(*b*) Third class by other than mail trains.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1899

	GAUGE. GUARANTEED COMPANIES.	LINES OWNED BY NATIVE STATE AND WORKED BY COMPANY.	METRE GAUGE. STATE LINES WORKED BY COMPANIES.						STATE LINES WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.				
	XIX. Madras railway system.	XXXI. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal including the Kaunia-Dharlla (2' 6" gauge) branch.	LVI Rohilkund and Kumaon railway system.	LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhávnagar-Gondal-Junágad-Porbandar railway system.	1899.	Progressive number.
	24,72,152	8,09,819	14,57,000	51,25,069	23,06,974	23,27,266	6,60,363	25,67,370	12,19,248	3,50,549	4,05,882	27,919	5,56,613	1st half	18
	29,86,556	8,11,619	16,23,957	51,39,344	26,30,416	21,72,422	5,91,535	24,18,704	12,27,913	3,51,361	3,04,916	29,110	5,42,012	2nd ,,	
	7,97,981	1,58,046	5,00,795	13,16,293	5,75,020	11,07,882	2,17,009	10,04,368	4,25,395	1,06,098	1,21,620	11,290	2,81,304	1st half	19
	9,02,069	1,32,915	6,41,570	10,37,865	5,94,352	10,61,602	1,71,983	9,58,145	4,03,654	1,31,639	82,622	8,476	2,55,214	2nd ,,	
	16,74,171	6,51,773	9,56,205	38,08,776	17,31,954	12,19,384	4,43,354	15,63,002	7,93,853	2,44,451	2,84,253	16,629	2,75,300	1st half	20
	20,84,487	6,78,704	9,82,377	41,01,479	20,86,064	11,10,820	4,19,552	14,60,559	8,24,259	2,19,722	2,22,294	20,634	2,86,798	2nd ,,	
	16,98,833	4,40,300	14,22,475	35,20,983	9,80,824	21,63,913	5,20,174	24,40,983	10,78,373	3,21,422	2,72,894	28,518	6,05,064	1st half	21
	19,15,951	4,3 ,898	13,28,120	31,83,404	10,03,964	22,95,913	4,07,563	18,67,078	11,56,827	3,01,715	2,54,995	21,008	4,01,443	2nd ,,	
	611,147	108,973	631,507	1,050,754	396,812	862,524	90,284	684,960	392,596	89,067	75,851	15,985	178,390	1st half	22
	623,468	114,588	693,269	1,062,417	401,585	847,088	86,820	621,482	410,250	76,418	80,567	13,978	152,714	2nd ,,	
	2·78	4·12	2·25	3·35	2·47	2·51	5·24	3·56	2·75	3·61	3·60	1·78	3·40	1st half	23
	3·07	3·80	1·92	3·00	2·50	2·71	4·69	3·00	2·82	3·95	3·17	1·50	3·02	2nd ,,	

	XIX.	XXXI.	XXXIX.	XLI.	XLIII.	XLVI.	XLVIII	XLIX.	L.	LVI	LXXII. Jodhpur section.	LXXII. Bikaner section.	LXXIV.	1899.	Progressive number.
	1,682,753	378,637	265,481	1,043,255	696,632	664,398	112,629	765,374	384,015	115,955	50,128	8,541	224,861	1st half	24
	1,876,218	330,002	316,796	798,777	685,140	622,048	122,680	716,907	859,401	126,682	34,075	3,649	154,650	2nd ,,	
	5,652,282	1,798,430	477,421	3,783,393	2,640,672	2,523,061	225,066	3,223,154	1,281,820	513,510	242,319	28,475	1,519,743	1st half	25
	5,956,348	1,663,860	563,308	2,972,302	2,615,821	2,506,892	252,493	2,946,486	1,351,682	497,347	195,659	14,943	1,077,183	2nd ,,	
	...	(a)4,623,963	991,895	9,210,613	...	...	...	3,431,759	4,334,090	244,373	...	...	...	1st half	26
	...	(a)4,359,525	1,219,238	8,309,328	...	...	...	1,835,427	4,288,390	216,774	...	...	76,320	2nd ,,	
	104,652,589	(b)23,612,993	120,159,377	271,782,477	67,232,560	183,692,182	29,916,262	137,229,407	63,840,316	20,504,135	22,478,578	2,286,127	35,308,462	1st half	27
	125,098,998	(b)24,140,777	114,173,480	239,896,786	69,924,408	197,392,568	22,530,856	110,350,091	68,243,496	18,119,252	20,882,345	1,699,205	20,840,186	2nd ,,	
	111,987,624	30,414,023	131,894,174	285,819,738	70,578,873	186,879,641	30,183,957	164,640,694	69,747,138	21,377,973	22,771,025	2,323,143	37,043,066	1st half	28
	132,931,564	30,500,164	116,272,812	251,977,193	73,225,369	200,521,508	22,906,029	115,848,911	74,345,975	18,900,055	21,112,079	1,717,797	28,154,342	2nd ,,	
	1,649,266	350,191	415,848	2,199,589	721,548	446,082	142,632	436,912	446,861	116,929	166,754	15,610	180,754	1st half	29
	1,450,207	331,207	385,561	2,835,998	650,363	450,697	168,493	470,940	516,623	122,322	174,182	12,135	145,170	2nd ,,	
	11·65	15·40	20·81	3·61	11·29	11·64	15·27	13·56	14·05	26·55	18·00	18·00	10·95	1st half	30
	10·02	15·08	13·26	13·37	11·37	11·66	14·88	14·11	13·95	26·73	18·00	18·00	11·07	2nd ,,	
	4·63	4·60	9·56	5·82	5·18	5·92	7·79	6·52	6·21	10·86	6·00	6·00	5·43	1st half	31
	4·84	4·79	6·10	6·35	5·46	5·78	7·67	6·41	6·05	11·49	6·00	6·00	5·40	2nd ,,	
	...	(a)2·50	4·87	2·98	...	...	...	3·69	3·09	4·01	...	...	...	1st half	32
	...	(a)2·50	3·16	2·98	...	...	...	3·71	3·08	4·01	...	...	4·00	2nd ,,	
	2·12	(b)2·00	2·00	2·00	2·00	1·99	3·00	2·58	2·50	2·19	2·00	2·00	2·75	1st half	33
	2·10	(b)2·00	2·00	2·00	2·00	2·00	3·00	2·74	2·50	2·21	2·00	2·00	2·75	2nd ,,	
	2·39	2·40	2·00	2·13	2·21	2·08	3·08	2·73	2·67	2·55	2·08	2·11	2·91	1st half	34
	2·34	2·37	2·00	2·12	2·21	2·07	3·12	2·92	2·65	2·64	2·06	2·07	2·90	2nd ,,	
	35·26	37·23	42·85	30·97	44·78	50·31	46·00	44·47	46·82	61·29	30·48	32·05	47·37	1st half	35
	30·47	34·80	39·05	26·00	44·77	54·07	40·93	42·97	48·53	64·88	31·04	30·54	47·35	2nd ,,	

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1899.

STANDARD

Progressive number.	Headings.	1899.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including Cawnpore Burhwal (metre gauge link.)	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by teed com[panies] XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
	COACHING TRAFFIC—*contd.* Units and Unit-mileage—*concld.* Average number of units in a train—											
36	1st class . *No.*	1st half 2nd „	1·62 1·46	0·52 0·42	0·91 0·90	2·41 2·33	1·77 1·48	1·44 1·31	1·81 1·52	1·12 0·88	2·38 2·30	2·38 1·88
37	2nd „ „	1st half 2nd „	4·45 4·47	3·53 2·57	2·22 2·70	7·40 6·51	5·44 4·39	3·97 4·04	3·68 3·32	2·49 2·69	10·61 8·39	15·69 13·19
38	3rd or intermediate class „	1st half 2nd „	14·67 13·30	6·72 8·30	3·23 3·10		13·25 12·40	10·28 10·39	19·34 18·10	1·44 1·30	(a)10·34 (a)9·77	29·28 27·21
39	4th or lowest „ „	1st half 2nd „	205·55 196·11	143·55 145·39	215·56 201·39	151·49 120·42	196·30 184·88	177·60 162·26	163·36 152·04	262·51 201·27	(b)106·00 (b)101·78	161·85 175·06
40	Total passenger units „	1st half 2nd „	226·29 215·34	154·32 156·68	221·92 208·09	161·30 129·26	216·85 203·15	193·29 178·00	188·19 174·98	267·50 209·14	129·33 122·24	209·20 217·34
41	Other coaching traffic *Tons*	1st half 2nd „	2·66 3·12	1·09 1·38	1·15 1·30	2·19 3·20	1·78 2·56	1·32 1·42	1·18 1·36	1·00 0·84	2·43 2·48	3·01 2·67
	Vehicles and Vehicle-mileage— Number of coaching vehicles hauled one mile—											
42	1st class *Vehicle-miles*	1st half 2nd „	4,382,338 4,349,319	126,702 128,168	502,365 546,747	968,784 990,720	2,702,649 2,693,042	(c) 1,014,469 926,251	657,643 688,489	466,322 534,599	3,183,762 3,317,556	9[illegible]0,472 889,475
43	2nd „ . „	1st half 2nd „	4,141,331 4,142,363	153,329 151,648	638,148 694,953	983,592 936,638	2,680,990 2,710,812	(c)990,685 946,590	646,812 666,852	460,589 554,849	4,323,738 4,155,640	1,510,788 1,503,351
44	3rd or intermediate class „	1st half 2nd „	3,851,940 3,866,748	162,228 156,455	453,031 458,239	(a)733,761 (a)788,694	2,555,765 2,779,491	(c)1,371,640 1,455,024	1,151,030 1,191,725	167,334 199,284	(a)1,871,955 (a)1,885,560	712,195 753,360
45	4th or lowest „ „	1st half 2nd „	27,356,264 27,589,050	998,131 1,021,078	4,587,431 5,033,647	(b)3,001,582 (b)3,118,797	16,773,398 17,617,519	(c) 5,701,874 5,593,116	3,638,775 3,859,246	3,146,120 3,717,991	(b)10,150,808 (b)11,182,845	5,101,573 5,678,410
46	Other vehicles „	1st half 2nd „	4,215,035 4,377,409	230,183 240,143	358,083 375,045	865,319 771,425	2,948,245 3,162,439	(c)496,110 521,969	788,359 935,339	802,636 819,258	2,450,743 2,647,655	1,300,018 1,333,009
47	Brake-vans „	1st half 2nd „	4,523,388 4,773,497	171,427 169,568	761,130 788,783	870,803 930,578	3,992,256 4,015,160	(c) 1,315,722 1,383,174	545,553 560,732	465,740 756,238	3,766,645 3,947,712	997,819 1,043,985
48	Total . „	1st half 2nd „	48,470,296 49,098,386	1,842,000 1,867,060	7,300,188 7,897,414	7,423,841 7,536,852	31,653,303 32,978,463	(c)10,800,500 10,816,724	7,428,172 7,902,383	5,508,741 6,582,219	25,747,651 27,136,968	10,522,865 11,261,590
	Average number of vehicles in a coaching train—											
49	1st class . *No.*	1st half 2nd „	1·63 1·56	0·95 1·04	1·26 1·26	2·04 1·98	1·47 1·40	(c)1·45 1·27	1·87 1·28	1·68 1·52	1·58 1·55	1·21 1·16
50	2nd „ . „	1st half 2nd „	1·54 1·48	1·16 1·23	1·60 1·60	2·08 1·88	1·45 1·41	(c)1·43 1·30	1·25 1·24	1·66 1·58	2·14 1·94	2·03 2·03
51	3rd or intermediate class „	1st half 2nd „	1·43 1·38	1·22 1·27	1·14 1·05		1·39 1·44	(c)1·96 2·00	2·22 2·21	0·60 0·56	(a)0·93 (a)0·88	0·95 0·98
52	4th or lowest „ „	1st half 2nd „	10·19 9·87	7·52 8·31	11·52 11·58	7·89 7·84	9·10 9·16	(c)8·16 7·67	7·03 7·16	11·31 10·56	(b)5·04 (b)5·22	6·85 7·39
53	Other vehicles „	1st half 2nd „	1·57 1·57	1·73 1·98	0·90 0·86	1·83 1·54	1·60 1·64	(c)0·71 0·71	1·52 1·74	2·89 2·33	1·22 1·24	1·74 1·73
54	Brake-vans „	1st half 2nd „	1·68 1·71	1·29 1·38	1·91 1·81	1·84 1·86	2·17 2·09	(c)1·88 1·90	1·05 1·04	1·67 2·15	1·87 1·84	1·34 1·36
55	Total . „	1st half 2nd „	18·04 17·57	13·87 15·20	18·35 18·16	15·68 15·08	17·18 17·14	(c)15·59 14·85	14·34 14·67	19·81 18·70	12·78 12·67	14·18 14·65
	Average earnings per coaching vehicle per mile—											
56	1st class . *Pies*	1st half 2nd „	15·45 14·80	5·36 5·77	9·75 9·72	12·67 12·82	12·93 11·51	11·16 11·74	18·47 13·77	10·78 9·17	16·42 16·37	19·30 15·83
57	2nd „ . „	1st half 2nd „	19·08 20·82	15·09 15·08	8·05 9·75	17·20 17·19	16·44 14·82	14·64 16·88	18·20 17·07	12·24 11·94	19·53 18·73	35·43 30·87
58	3rd or intermediate class „	1st half 2nd „	33·59 32·51	13·31 22·52	8·10 8·55	(a)58·34 (a)44·25	28·66 25·75	18·44 17·33	25·94 24·55	10·58 9·98	(a)33·37 (a)33·30	91·67 83·09
59	4th or lowest „ „	1st half 2nd „	50·65 49·83	54·27 52·71	36·88 34·74	(b)48·67 (b)39·59	48·53 44·44	52·44 52·87	57·49 52·66	57·53 47·18	(b)40·12 (b)37·53	52·74 54·36
60	Other vehicles „	1st half 2nd „	51·44 57·51	27·15 25·79	50·38 57·25	46·32 78·18	37·97 45·56	76·61 75·80	86·05 38·83	16·14 17·08	67·11 72·12	53·40 47·18

(a) Third class by mail trains.
(b) Third class by other than mail trains.
(c) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 18

GAUGE.		METRE GAUGE.											
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia Dharlla (2' 6" gauge) branch.	LVI. Rohilkund and Kumaon railway system.	LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhávnagar Gondal-Junágad-Porbandar railway system.	1899.
2·75	3·47	0·42	0·99	1·76	0·77	1·13	1·12	0·98	1·30	0·66	0·53	1·26	1st half
3·01	2·88	0·46	0·75	1·71	0·73	1·41	1·15	0·88	1·66	0·42	0·26	1·01	2nd ,,
9·25	16·50	0·76	3·60	6·68	2·93	2·27	4·71	3·26	5·77	3·19	1·78	8·52	1st half
9·55	14·52	0·81	2·80	6·51	2·96	2·91	4·74	3·30	6·50	2·43	1·07	7·05	2nd ,,
...		1·57	8·77	...	...	...	5·01	10·79	2·74	...	...	...	1st half
...	259·12	1·76	7·82	...	...	...	2·95	10·45	2·83	...	...	0·50	2nd ,,
171·24	248·77	190·27	258·65	169·43	212·97	301·62	229·54	162·63	230·21	296·35	143·02	197·86	1st half
200·65		164·69	225·80	174·12	233·03	259·49	177·56	166·35	237·12	259·19	121·56	175·80	2nd ,,
183·24	279·09	193·02	272·01	177·87	216·67	305·02	240·38	177·66	240·02	300·20	145·33	207·64	1st half
213·21	266·17	167·72	237·17	182·34	236·72	263·81	186·40	180·98	248·11	202·04	122·89	184·36	2nd ,,
2·70	3·30	0·66	2·09	1·82	0·52	1·44	0·63	1·14	1·31	2·20	0·98	1·01	1st half
2·33	2·89	0·56	2·67	1·72	0·53	1·94	0·76	1·26	1·60	2·16	0·87	0·95	2nd ,,
923,829	275,619	1,055,101	1,768,808	625,038	949,615	170,797	1,220,295	604,528	193,931	95,414	11,122	349,899	1st half
901,150	304,190	1,112,444	1,684,887	620,713	926,898	177,294	1,160,980	595,670	206,188	94,376	9,194	282,302	2nd ,,
1,093,845	274,589	878,369	1,670,810	701,457	1,279,566	166,946	1,878,105	592,613	163,371	96,210	14,803	443,717	1st half
1,074,504	318,236	936,778	1,577,604	707,815	1,192,327	173,958	1,618,627	578,665	176,768	99,789	12,598	393,957	2nd ,,
...		543,331	1,062,010	...	...	...	904,208	1,044,271	117,345	...	...	...	1st half
...	1,358,580	589,274	1,093,285	...	...	...	577,308	1,024,819	115,827	...	...	22,218	2nd ,,
5,031,708	1,314,037	8,982,648	15,985,846	4,905,630	11,627,288	1,854,799	10,170,343	4,703,273	1,590,517	1,241,238	143,515	2,265,644	1st half
5,506,162		9,304,110	15,703,031	5,375,415	12,213,153	1,675,406	8,559,109	4,805,563	10,642,571	1,226,038	126,546	1,932,760	2nd ,,
933,257	269,043	284,598	1,396,184	517,652	2,097,891	242,257	967,742	775,297	101,749	82,574	8,116	119,719	1st half
913,119	229,063	249,824	1,372,289	474,315	2,204,835	345,605	931,656	760,220	117,688	68,681	6,271	120,751	2nd ,,
...	228,864	1,156,722	3,100,027	793,033	2,951	131,603	981,776	476,881	167,831	225,133	32,554	495,651	1st half
...	229,188	1,244,824	3,261,449	672,493	2,907	142,706	958,770	487,064	149,412	240,911	31,406	403,736	2nd ,,
7,982,639	2,436,695	12,900,769	24,983,685	7,548,810	15,957,311	2,566,402	16,122,469	8,196,863	2,334,744	1,740,569	210,110	3,674,630	1st half
8,394,935	2,394,714	13,437,254	24,692,545	8,050,751	16,540,120	2,514,969	13,806,450	8,252,010	20,408,454	1,729,795	186,015	3,155,724	2nd ,,
1·51	2·53	1·67	1·68	1·58	1·10	1·72	1·78	1·54	2·18	1·26	0·70	1·96	1st half
1·45	2·65	1·60	1·59	1·55	1·09	2·04	1·87	1·45	2·70	1·17	0·66	1·85	2nd half
1·79	2·52	1·39	1·50	1·77	1·49	1·68	2·74	1·51	1·83	1·27	0·93	2·49	1st half
1·72	2·78	1·35	1·48	1·76	1·41	2·00	2·60	1·41	2·31	1·24	0·90	2·58	2nd ,,
...		0·85	1·01	...	...	...	1·32	2·66	1·32	...	...	...	1st half
...	12·74	0·85	1·03	...	...	...	0·93	2·50	1·52	...	...	0·14	2nd ,,
8·23	11·47	14·23	15·22	12·36	13·48	18·68	14·85	11·98	17·86	16·36	8·98	12·70	1st half
8·83		13·42	14·78	13·39	14·42	19·30	13·77	11·71	21·49	15·22	9·05	12·66	2nd ,,
1·53	2·47	0·45	1·33	1·30	2·43	2·44	1·41	1·98	1·14	1·09	0·51	0·67	1st half
1·46	2·00	0·36	1·29	1·18	2·60	3·98	1·50	1·85	1·54	0·85	0·45	0·79	2nd ,,
...	2·10	1·83	2·95	2·01	...	1·33	1·43	1·21	1·88	2·97	2·04	2·78	1st half
...	2·00	1·80	3·07	2·17	...	1·64	1·54	1·19	1·96	2·99	2·25	2·64	2nd ,,
13·06	22·36	20·43	23·78	19·02	18·50	25·85	23·53	20·88	26·21	22·95	13·16	20·60	1st half
13·46	20·90	19·38	23·24	20·05	19·52	28·96	22·21	20·11	31·52	21·47	13·31	20·66	2nd ,,
21·23	21·16	5·24	8·03	12·58	8·15	10·07	8·50	8·92	15·87	9·46	13·82	7·04	1st half
20·87	16·36	3·78	6·34	12·55	7·83	10·30	8·72	8·41	16·42	6·50	7·14	6·07	2nd ,,
23·94	30·14	5·20	13·18	19·58	11·66	10·50	11·19	13·53	34·12	15·11	11·54	18·61	1st half
26·84	25·07	3·72	11·96	20·18	12·15	11·13	11·67	14·16	32·33	11·76	7·12	14·94	2nd ,,
...		8·90	25·85	...	...	...	14·02	12·54	8·34	...	...	...	1st half
...	42·34	6·54	22·68	...	...	...	11·79	12·90	7·50	...	...	13·74	2nd ,,
44·16	45·05	26·76	34·04	27·40	31·51	48·43	39·84	33·94	28·24	36·22	31·86	42·84	1st half
47·76		24·55	30·60	26·00	32·28	40·34	35·33	35·50	24·37	34·06	26·86	38·20	2nd ,,
62·31	49·70	62·61	48·79	62·42	12·61	27·09	20·08	26·98	70·43	61·55	71·29	71·52	1st half
62·69	50·41	60·28	55·59	65·17	11·24	19·96	21·72	32·98	67·44	78·73	76·51	56·93	2nd ,,

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1899.

Progressive number.	Headings.	1899.	STANDARD — State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand including Cawnpore Burhwal (metre gauge link.)	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by ... com... XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
	COACHING TRAFFIC—contd. VEHICLES AND VEHICLE-MILEAGE—concld.											
	Carrying capacity hauled one mile (excluding brakes)—											
61	1st class . . . Seats	1st half	64,513,013	2,298,744	6,927,39[illegible]	14,337,495	37,261,126	(c) 21,232,103	14,350,289	4,719,426	45,790,098	20,028,378
		2nd „	6[illegible],902,957	2,226,504	7,453,784	14,714,397	36,578,909	19,910,838	14,853,637	5,397,756	47,723,943	20,186,872
62	2nd „ . . . . „	1st half	93,092,275	3,509,256	10,788,051	20,894,127	51,255,779	(c) 26,875,828	17,159,088	7,022,502	116,689,906	66,384,026
		2nd „	92,839,977	3,375,8[illegible]8	11,770,872	19,653,561	51,674,655	25,575,263	17,566,752	8,461,134	112,704,172	68,177,738
63	3rd or intermediate class „	1st half	204,724,522	8,695,528	17,080,913	(a) 41,358,656	86,704,753	(c) 49,706,251	60,242,488	2,944,394	(a) 93,597,750	47,043,450
		2nd „	194,022,380	8,484,770	17,339,080	(a) 44,414,645	93,712,170	52,848,269	62,440,897	3,438,120	(a) 95,975,004	49,870,920
64	4th or lowest „ „	1st half	1,572,336,131	74,493,977	220,841,046	(b) 172,752,499	897,744,674	(c) 308,364,233	212,383,039	173,167,028	(b) 507,540,400	293,023,474
		2nd „	1,614,339,504	52,733,738	247,550,299	(b) 180,060,528	946,020,047	307,732,230	226,417,716	214,055,280	(b) 569,206,810	324,598,728
65	Other vehicles . . Tons	1st half	46,360,721	2,794,909	1,926,398	3,945,799	40,164,817	(c) 12,958,037	7,312,005	9,385,153	13,205,367	7,269,477
		2nd „	47,079,856	4,517,998	2,000,576	3,024,837	35,423,924	13,101,830	8,206,827	5,470,295	13,885,655	6,638,385
	Percentage of freight upon capacity hauled—											
66	1st class . . Per cent.	1st half	6·76	3·03	5·22	7·96	8·77	4·92	6·52	6·62	10·48	8·86
		2nd „	6·51	2·33	5·23	7·92	7·77	4·81	5·50	5·74	10·33	7·14
67	2nd „ . . . „	1st half	12·85	13·36	8·21	16·78	19·55	10·64	11·11	9·88	18·32	17·61
		2nd „	13·45	9·33	9·98	16·50	16·35	11·51	10·18	11·19	15·94	14·87
68	3rd or intermediate class „	1st half	19·24	10·26	7·52	(a) 34·85	28·16	15·37	16·62	13·57	(a) 22·26	46·37
		2nd „	19·15	12·02	7·77	(a) 26·48	25·45	14·34	15·61	13·28	(a) 21·82	41·94
69	4th or lowest „ „	1st half	35·11	25·58	38·86	(b) 33·16	40·31	40·89	39·83	42·16	(b) 42·08	41·15
		2nd „	33·96	33·87	35·36	(b) 26·89	37·61	38·44	36·17	33·09	(b) 38·31	41·96
70	Other vehicles . „	1st half	15·41	5·30	23·87	26·27	8·16	7·67	8·39	2·96	37·03	30·88
		2nd „	18·54	3·75	28·33	52·50	13·90	7·93	8·92	5·43	38·21	30·86
	WEIGHT OF TRAIN AND TON-MILEAGE—											
	Gross ton-mileage of all coaching trains—											
71	Freight . . . Ton-miles	1st half	44,023,303	1,386,614	5,792,570	5,733,468	27,586,121	9,894,314	6,535,596	4,768,331	21,145,244	11,960,110
		2nd „	45,235,678	1,332,691	5,997,741	5,588,037	28,660,476	8,922,051	6,454,872	4,680,609	21,577,331	12,333,732
72	Dead weight . . . „	1st half	643,134,537	25,645,586	105,248,557	111,747,073	440,350,467	170,392,877	108,603,340	79,313,720	419,734,401	162,883,220
		2nd „	653,476,55[illegible]	35,539,645	113,971,592	114,718,7[illegible]1	465,382,020	165,119,682	116,452,714	96,074,159	440,901,499	174,564,030
73	Total . . . . „	1st half	687,457,840	27,032,200	111,041,127	117,480,541	467,936,588	180,287,191	115,138,936	84,082,057	440,879,643	174,843,330
		2nd „	698,732,230	26,872,330	119,969,313	120,306,738	494,043,096	174,041,736	122,907,586	101,354,708	460,538,820	186,897,762
	Average weight of a coaching train—											
74	Freight . . . Tons	1st half	16·30	10·44	14·55	12·11	14·97	13·05	12·62	17·15	10·49	16·05
		2nd „	16·19	10·85	13·80	11·18	14·89	12·24	11·98	13·30	10·07	16·04
75	Dead weight . . . „	1st half	239·59	193·19	264·38	236·09	238·96	224·79	209·74	285·22	208·31	218·63
		2nd „	233·79	207·89	262·21	229·54	241·85	226·48	216·22	274·74	208·61	227·09
76	Total . . . . „	1st half	255·98	203·63	278·93	248·20	253·93	237·84	222·36	30[illegible]·37	218·80	234·68
		2nd „	240·98	218·74	276·01	240·72	250·74	238·72	228·20	268·02	218·68	243·13
	COST OF WORKING AND PROFIT—											
77	Average cost of hauling a coaching train one mile . R	1st half	1·00	1·30	1·35	1·38	1·24	1·18	1·80	1·77	1·87	1·76
		2nd „	0·90	1·31	1·23	1·43	1·31	1·11	1·25	1·69	1·50	1·71
78	Average cost of hauling a coaching vehicle with its load one mile . . Pies	1st half	11·70	19·85	15·77	19·19	15·87	16·23	26·07	18·69	24·04	26·46
		2nd „	10·93	18·23	14·45	20·79	16·71	16·47	17·55	19·60	26·64	24·75
	Average cost of hauling a coaching unit one mile—											
79	Per passenger unit . Pies	1st half	0·77	1·44	1·10	1·45	0·99	1·11	1·60	1·11	1·77	1·42
		2nd „	0·73	1·42	1·08	1·88	1·11	1·14	1·17	1·39	2·06	1·35
80	Other traffic per ton . „	1st half	6·20	25·79	12·01	14·54	13·25	8·07	38·65	42·49	13·54	13·41
		2nd „	5·22	21·43	9·50	9·91	10·40	7·74	24·93	43·79	14·79	13·73
81	Average profit on working a coaching train one mile R	1st half	2·64	1·3[illegible]	1·28	1·46	1·81	1·78	1·14	2·10	0·62	1·56
		2nd „	2·65	1·51	1·31	1·15	1·63	1·66	1·55	1·31	0·46	1·65
	Average profit on working a coaching vehicle one mile—											
82	1st class . . . Pies	1st half	3·75	−14·49	−6·02	−6·52	−2·94	−5·07	−7·60	−7·91	−7·62	−7·16
		2nd „	3·87	−12·46	−4·73	−7·97	−5·20	−4·73	−3·78	−10·43	−10·27	−8·92
83	2nd „ . . . . „	1st half	7·38	−4·76	−7·72	−1·99	0·57	−1·59	−7·87	−6·45	−4·51	8·07
		2nd „	9·89	3·15	−4·70	−3·60	−1·39	0·41	−0·48	−7·66	−7·91	6·72
84	3rd or intermediate class „	1st half	21·89	−6·54	−7·67	39·15	12·79	2·21	−0·13	−8·11	9·33	65·21
		2nd „	21·58	4·29	−5·90	(a) 23·46	9·04	0·86	7·00	−9·62	(a) 6·66	58·34
85	4th or lowest „ „	1st half	38·93	34·42	21·11	29·48	32·66	36·21	31·42	38·84	16·08	26·28
		2nd „	38·90	34·48	20·20	(b) 18·80	28·73	36·40	35·11	27·58	(b) 10·89	29·61
86	Other vehicles . . . „	1st half	39·74	7·30	34·61	27·13	22·10	60·38	10·88	−2·55	43·07	26·94
		2nd „	46·58	7·76	42·86	57·39	28·85	59·33	21·28	−2·52	45·48	24·43

(a) Third class by mail trains.
(b) Third class by other than mail trains.
(c) Standard gauge only.

...—continued.

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1899.

GAUGE.		METRE GAUGE.												
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.				
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharlla (2' 6" gauge) branch.	LVI. Rohilkund and Kumaon railway system.	LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhavnagar-Gondal-Junagad-Porbandar railway system.	1899.	Progressive number.
10,814,152	3,550,220	10,763,722	18,546,566	5,039,464	8,283,904	1,589,068	10,148,480	6,579,039	2,327,178	1,114,541	130,220	3,755,17	1st half	61
10,285,851	3,901,016	10,826,954	17,772,812	5,002,181	8,000,869	1,576,784	9,679,248	6,414,564	2,474,256	1,113,774	109,509	3,012,398	2nd ,,	
21,719,689	4,690,804	12,043,685	20,905,222	8,722,994	15,239,89	2,566,724	26,211,262	7,009,182	1,960,44	1,153 734	162,690	6,042,703	1st half	62
21,020,981	5,477,51.	13,918,404	20,393,810	8,806,373	14,876,23	2,724,816	21,885,215	6,857,814	2,121,216	1,193,200	136,096	5,225,631	2nd ,,	
...		11,901,402	26,745,684	...	...	...	20,583,152	18,194,492	1,985,240	...	...	...	1st half	63
...	83,547,744	12,851,251	29,044,321	...	...	...	12,788,952	17,864,710	2,115,91.	...	...	408,74	2nd ,,	
256,566,791	79,319,03	264,763,757	511,398,180	155,661,908	361,743,070	65,668,187	291,763,517	145,496,979	48,689,776	39,949,636	4,639,728	69,026,190	1st half	64
280,759,200		273,316,967	510,792,206	.72,567,418	380,001,05	60,288,498	249,904,07	148,779,560	52,115,75	39,261,032	4,105,036	58,378,514	2nd ,,	
3,862,955	2,829,28,	745,495	8,877,868	1,444,249	4,368,907	841,892	4,551,34	3,345,866	465,829	551,570	66,000	433,387	1st half	65
3,792,141	2,241,25	628,320	8,669,985	1,323,339	4,608,255	1,834,435	4,357,35	3,270,259	533,108	551,553	57,315	437,11	2nd ,,	
16·47	10·67	2·47	5·63	13·82	8·02	7·09	7·5	5·84	4·98	4·50	6·5	5·90	1st half	66
18·24	8·40	2·93	4·49	13·70	7·77	7·78	7·41	5·60	5·12	3 06	3·33	5·13	2nd ,,	
26·02	38·2	3·69	18·10	30·38	16·56	8·77	12·30	18·29	26·19	21·00	17·50	25·15	1st half	67
28·34	30·3	4·05	14·57	29·70	16·8	9·27	13·4	19·75	23·45	16·40	10·98	20·6	2nd ,,	
...		8·33	34·44	...	...	...	16·6	23·28	12·31	...	...	...	1st half	68
...	33·80	9·49	28·61	...	...	...	14·3	24·00	10·24	...	...	18·67	2nd ,,	
40·79	35·94	45·38	53·14	43·19	50·78	45·60	53·89	43·58	42·11	56·27	49·27	51·14	1st half	69
44·56		41·77	46·97	40·52	51·9	37·37	44·16	45·87	34·77	53·19	41·30	45·99	2nd ,,	
42·69	12·7	55·78	24·78	49·96	10·2	16·94	9·6	13·36	25·10	30·23	23·60	41·71	1st half	70
38·24	14·7	61·30	32·71	52·17	9·78	9·19	10·8	15·80	22·94	31·58	21·21	33·21	2nd ,,	
8,548,880	2,235,140	7,749,666	19,466,170	5,037,139	11,735,89	1,968,676	10,410,972	4,672,687	1,414,516	1,539,857	155,919	2,442,728	1st half	71
9,620,277	2,207,754	7,385,868	18,046,027	5,103,607	12,557,007	1,552,812	7,509,481	5,012,851	1,274,940	1,446,183	115,648	1,862,103	2nd ,,	
109,266,096	31,374,589	88,256,243	154,732,404	58,145,090	117,912,681	22,665,842	107,871,848	52,310,763	14,857,019	13,120,845	1,883,837	24,943,857	1st half	72
113,285,280	31,501,692	94,107,085	153,386,005	61,427,971	117,033,760	21,807,357	99,994,027	53,633,513	15,267,612	13,264,911	1,665,807	21,172,489	2nd ,,	
117,814,976	33,609,735	96,005,909	174,198,574	63,182,229	129,648,579	24,634,518	118,282,820	56,983,450	16,271,535	14,660,702	2,039,750	27,386,585	1st half	73
122,905,557	33,709,440	101,492,953	171,432,032	66,591,578	129,590,77.	23,360,169	107,503,508	58,646,364	16,542,552	14,711,094	1,781,455	23,034,652	2nd ,,	
13·99	20·51	12·27	18·52	12·69	13·6	19·83	15·20	11·90	15·88	20·30	9·75	13·60	1st half	74
15·43	19·27	10·65	16·99	12·86	14·8	17·88	12·08	12·22	16·68	17·95	8·27	12·20	2nd ,,	
178·79	287·91	139·75	147·26	146·53	136·7	228·29	157·4	133·25	166·81	172·98	117·85	139·82	1st half	75
181·70	274·91	135·75	144·37	152·96	138·16	251·16	160·90	130·73	199·79	164·64	119·17	138·64	2nd ,,	
192·78	308·42	152·02	165·78	159·22	150·31	248·12	272·69	145·15	182·69	193·28	127·6	153·51	1st half	76
197·13	294·18	146·40	161·36	165·82	152·9	269·04	172·98	142·95	216·47	182·59	127·44	150·84	2nd ,,	
2·31	1·45	0·79	1·25	1·45	1·28	2·19	1·46	1·08	1·19	1·60	0·71	1·58	1st half	77
1·45	1·16	0·93	0·98	1·48	1·25	1·98	1·54	0·98	1·72	1·03	0·61	1·67	2nd ,,	
19·19	13·74	8·19	11·55	16·36	13·33	17·11	12·7	10·58	9·31	15·41	12·21	16·99	1st half	78
20·69	11·78	10·10	9·30	15·90	12·33	13·92	14·32	9·98	11·19	10·65	10·53	17·81	2nd ,,	
1·21	0·89	0·77	0·82	1·44	0·99	1·36	1·1	1·07	0·90	0·96	0·88	1·40	1st half	79
1·17	0·75	1·04	0·73	1·45	0·90	1·25	1·48	0·91	1·26	0·71	0·9	1·60	2nd ,,	
10·78	9·42	6·10	8·20	12·12	61·33	25·47	26·99	15·82	9·38	9·17	7·46	12·75	1st half	80
12·67	7·71	7·26	5·43	11·37	52·84	26·1	26·02	18·89	11·99	5·39	6 66	16·48	2nd ,,	
1·47	2·67	1·46	2·10	1·02	1·23	3·05	2·10	1·67	2·42	2·00	1·07	1·82	1st half	81
1·62	2·64	0·99	2·02	1·02	1·46	2·71	1·46	1·84	2·23	2·14	8·89	1·35	2nd ,,	
2·04	7·42	−8·95	−3·52	−3·78	−5·18	−7·04	−4·23	−1·66	6·56	−5·95	1·61	−9·95	1st half	82
0.18	4·58	−6·32	−8·56	−3·35	−4·50	−3·62	−5·60	−1·57	5·23	−4·15	3·39	−11·74	2nd ,,	
4·75	16·40	−2·99	1·63	3·22	−1·67	−6 61	−1·5	2·95	24·81	−0·30	−0·67	1·62	1st half	83
6·15	13·29	−6·38	2·66	4·28	−0·18	−2·79	−2·65	4·18	21·14	1·11	3·41	−2·87	2nd ,,	
...		0·71	14·30	...	...	...	1·2	1·96	0·97	...	...	...	1st half	84
...	28·60	−3·56	13·38	...	...	...	−2·53	2·92	−3·69	...	...	−40·7	2nd ,,	
24·97	33·27	18·57	22·49	11·04	18·18	31·38	27·11	23·36	18·93	20·81	19·65	25·85	1st half	85
27·07		14·45	21·30	10·10	19·95	26·42	21·0.	23·52	13·18	23·41	16·3.	20·3	2nd ,,	
43·12	35·96	54·42	37·24	46·06	−0·7	9·9	7·3	16·40	61·12	46·14	50·08	54·53	1st half	86
42·00	38·6.	50·18	46·29	49·27	−1·0	6·0	7·40	23·00	56·25	68·08	65·98	39·12	2nd ,,	

APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1899.

Progressive number.	Headings.	1899.	STANDARD — State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including the Cawnpore-Burhwal (metre gauge link).	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by gu[aranteed] compa[nies]. XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
	COACHING TRAFFIC—*concld.* Cost of Working and Profit—*concld.* Average profit on working a coaching unit one mile—											
87	Per passenger unit *Pies*	1st half 2nd „	1·96 2·01	1·50 1·71	0·97 1·03	1·41 1·02	1·43 1·30	1·56 1·54	1·10 1·52	1·49 1·21	0·56 0·29	1·18 1·25
88	Other traffic per ton „	1st half 2nd „	24·14 23·63	17·22 15·12	27·23 28·38	24·12 27·78	20·89 18·87	30·99 30·36	8·83 24·70	4·16 3·41	20·09 21·20	17·52 16·97
	GOODS TRAFFIC. Gross receipts and train mileage—											
89	Receipts from goods traffic . . *R*	1st half 2nd „	2,21,31,585 2,25,94,500	1,16,001 2,22,337	33,44,788 30,18,839	25,91,088 25,83,323	1,23,74,628 99,60,793	31,91,168 25,98,328	17,98,347 37,12,586	10,85,082 9,68,933	1,60,94,803 1,11,21,063	73,27,682 64,17,367
90	Goods train-miles run *No.*	1st half 2nd „	4,542,338 4,787,328	60,070 94,503	697,536 798,011	672,630 634,613	2,821,430 2,378,375	921,731 773,314	380,232 570,767	411,373 451,565	2,859,881 2,436,554	819,181 815,571
91	Average goods receipts per train-mile *R*	1st half 2nd „	4·87 4·72	1·93 2·35	4·80 3·78	3·85 4·07	4·39 4·19	3·46 3·36	4·73 6·50	2·64 2·15	5·63 4·56	8·95 7·87
	Units and Unit-mileage—											
92	Tons of goods carried one mile *Ton-miles*	1st half 2nd „	914,831,595 937,847,855	3,821,769 6,096,357	107,934,270 120,692,599	84,762,110 73,090,497	455,972,238 364,652,927	116,456,852 87,000,899	50,118,670 86,323,162	47,025,027 46,163,472	427,368,250 320,109,654	181,377,901 158,030,812
93	Average sum received for carrying a ton one mile *Pies*	1st half 2nd „	4·64 4·63	5·83 7·00	5·95 4·80	5·87 6·79	5·21 5·24	5·26 5·73	6·89 8·26	4·43 4·03	7·23 6·67	7·76 7·80
94	Average number of tons in a train *Tons*	1st half 2nd „	201·40 195·90	63·62 64·51	154·74 151·24	126·01 115·17	161·61 153·32	126·35 112·50	131·81 151·24	114·31 102·23	149·44 131·38	221·41 193·77
	Vehicles and vehicle-mileage— Number of goods vehicles hauled one mile—											
95	Loaded . *Vehicle-miles*	1st half 2nd „	87,623,821 90,846,680	594,997 1,104,486	11,715,887 13,403,511	10,552,631 10,474,887	56,023,836 46,592,910	(a) 15,695,432 13,437,036	7,952,418 12,571,661	4,366,145 4,829,446	48,941,420 40,439,522	23,961,348 22,957,299
96	Empty . „	1st half 2nd „	41,145,599 39,760,396	307,622 808,176	5,690,403 7,715,016	6,590,713 6,118,309	23,590,962 17,055,925	(a) 6,281,571 5,870,674	1,933,142 6,535,856	2,348,724 2,531,579	19,677,034 16,290,115	7,507,189 9,199,919
97	Brake-vans „	1st half 2nd „	4,081,177 4,358,044	86,820 119,969	1,281,887 1,562,348	1,198,710 1,147,184	3,226,656 3,101,032	(a) 1,052,960 1,012,973	389,376 571,928	540,508 696,274	5,225,905 4,354,674	619,834 694,155
98	Total . „	1st half 2nd „	132,850,597 134,965,120	989,439 2,032,631	18,688,177 22,680,875	18,342,054 17,740,380	82,841,454 66,749,807	(a) 23,029,960 20,321,283	10,274,936 19,679,445	7,255,377 8,057,299	73,844,449 61,084,311	32,088,371 32,851,373
	Average number of vehicles in a goods train—											
99	Freight vehicles . *No.*	1st half 2nd „	28·35 27·28	15·03 20·24	24·95 26·46	25·49 26·14	28·22 26·76	(a) 25·43 24·97	26·00 33·48	16·32 16·30	23·99 23·28	38·41 39·43
100	Brake-vans . . . „	1st half 2nd „	0·90 0·91	1·44 1·27	1·84 1·96	1·78 1·81	1·14 1·30	(a) 1·22 1·31	1·02 1·00	1·31 1·54	1·83 1·79	0·76 0·85
101	Total . . . . „	1st half 2nd „	29·25 28·19	16·47 21·51	26·79 28·42	27·27 27·95	29·36 28·06	(a) 26·65 26·28	27·02 34·48	17·63 17·84	25·82 25·07	39·17 40·28
102	Average earnings per goods vehicle per mile (excluding brakes) . . *Pies*	1st half 2nd „	33·00 33·21	23·36 22·32	36·89 27·45	29·02 29·89	29·84 30·05	(a) 25·10 25·84	34·93 37·31	31·03 25·27	45·03 37·64	44·71 38·32
103	Carrying capacity hauled one mile (excluding brakes) . *Tons*	1st half 2nd „	1,788,303,147 1,840,345,382	13,449,023 28,498,664	234,924,882 292,410,741	203,097,620 209,748,102	1,014,311,284 818,011,613	(a) 241,392,819 212,169,160	113,100,853 219,342,986	103,109,153 112,495,501	879,552,861 745,689,384	378,074,802 392,890,676
104	Percentage of freight upon capacity hauled . . *Per cent.*	1st half 2nd „	51·16 50·96	28·42 21·39	45·94 41·28	39·78 34·85	44·95 44·85	45·48 41·01	44·31 39·36	45·61 41·04	48·59 42·93	47·97 40·22
105	Average load of a goods vehicle (including both loaded and empty) . . *Tons*	1st half 2nd „	7·10 7·18	4·23 3·19	6·20 5·72	4·94 4·40	5·73 5·73	4·89 4·51	5·07 4·52	7·00 6·27	6·23 5·64	5·76 4·91
106	Average load of a loaded goods vehicle . „	1st half 2nd „	10·44 10·32	6·42 5·52	9·21 9·00	8·03 6·98	8·14 7·83	6·89 6·47	6·30 6·87	10·77 9·56	8·73 7·92	7·57 6·88
..	Weight of Train and Ton-mileage— Gross ton-mileage of all goods trains—											
107	Freight . . . *Tons*	1st half 2nd „	914,831,595 937,847,855	3,821,769 6,096,357	107,934,270 120,692,599	84,762,110 73,090,497	455,972,238 364,652,927	116,456,852 87,000,899	50,118,670 86,323,162	47,025,027 46,163,472	427,368,250 320,109,654	181,377,901 158,030,812
108	Dead-weight . . „	1st half 2nd „	1,116,782,895 1,161,990,212	11,038,638 21,038,005	202,039,577 237,674,803	182,044,823 175,626,658	775,536,105 640,674,899	205,330,450 174,872,247	96,163,324 176,170,390	86,682,713 97,047,421	691,922,821 580,106,697	248,972,031 258,734,628
109	Total . . . . „	1st half 2nd „	2,031,614,490 2,099,838,067	14,860,407 27,134,362	309,973,847 358,367,402	266,806,933 248,717,155	1,231,508,343 1,005,327,826	321,787,302 261,873,146	146,281,994 262,493,552	133,707,740 143,210,893	1,119,291,071 900,216,351	430,349,932 416,765,440

(a) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1899.

GAUGE.		METRE GAUGE.												
GUARANTEED LINES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.				
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharlla (2' 6" gauge) branch.	LVI. Rohilkund and Kumaon railway system.	LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhávnagar-Gondal-Junágad-Porbandar railway system.	1899.	Progressive number.
1·18	1·51	1·32	1·31	0·77	1·09	1·82	1·63	1·60	1·65	1·12	1·23	1·51	1st half	87
1·17	1·62	1·02	1·39	0·76	1·17	1·87	1·44	1·74	1·38	1·35	1·17	1·24	2nd „	
24·48	27·81	36·75	22·77	32·66	—2·02	20·53	17·48	31·00	51·91	21·31	29·59	34·62	1st half	88
26·8	27·15	31·79	21·47	33·40	2·13	14·72	16·95	29·64	52·89	25·65	32·88	30·87	2nd „	
31,34,905	15,54,869	23,24,870	83,39,994	26,33,335	21,16,545	2,88,309	22,33,939	14,77,880	4,89,953	6,16,810	52,804	5,97,752	1st half	89
37,69,890	18,60,783	18,11,427	99,14,368	27,90,859	20,82,505	3,39,050	20,66,070	22,15,994	4,08,642	7,32,945	59,042	5,11,643	2nd „	
679,723	333,407	783,698	1,880,203	922,108	868,717	218,199	835,979	519,494	213,059	159,612	18,881	147,335	1st half	90
781,510	390,197	716,369	2,551,576	1,167,240	817,832	206,922	803,375	570,909	201,517	180 234	29,027	136,171	2nd „	
4·61	4·60	2·97	4·44	2·86	2·44	1·02	2·67	2·84	2·30	3·86	2·80	4·06	1st half	91
4·82	4·71	2·53	3·89	2·39	2·55	1·74	2·57	3·88	2·03	4·07	2·03	3·76	2nd „	
72,181,133	55,264,637	83,000,592	225,147,976	77,779,093	46,406,429	15,728,042	67,078,339	36,756,372	13,188,678	13,664,528	1,069,648	8,786,892	1st half	92
87,247,314	65,880,949	66,984,409	289,102,580	89,275,014	45,845,701	18,177,510	57,977,301	41,849,901	12,499,083	15,684,784	1,477,408	8,624,897	2nd „	
8·34	5·40	5·38	7·10	6·50	8 76	3·52	6·39	7·72	7·10	8·67	9·48	13·06	1st half	93
8·30	5·44	5·19	6·58	6·00	8·72	3·79	6·84	10·17	6·28	8·97	7·67	11·39	2nd „	
106·19	165·76	105·91	119·91	84·35	53·42	72·08	80·24	70·75	61·90	85·61	56·65	59·64	1st half	94
111·64	160·17	93·51	113·33	76·46	56·06	87·85	72·17	73·30	62·02	87·02	50·90	63·34	2nd „	
12,213,706	4,841,196	13,979,073	45,302,936	16,384,091	12,106,681	4,485,518	16,721,294	11,406,296	2,727,944	2,510,536	203,505	2,720,650	1st half	95
13,600,790	6,040,802	11,493,351	58,351,755	18,181,151	11,446,943	5,357,333	14,310,929	11,862,781	2,376,508	2,873,664	252,238	2,234,943	2nd „	
4,003,431	2,957,103	5,227,076	10,736,457	4,442,922	4,456,244	1,720,259	7,073,394	2,413,376	1,605,694	1,404,592	166,413	942,189	1st half	96
4,802,275	4,330,903	5,250,176	21,891,027	8,298,731	3,839,625	1,544,928	5,908,356	3,928,223	1,263,199	1,779,024	220,662	1,283,646	2nd „	
2,664,938	666,814	957,228	1,603,052	1,204,298	541,858	362,142	1,361,496	563,540	319,334	78,450	3,306	71,658	1st half	97
2,898,752	775,179	837,551	2,132,564	1,563,616	488,275	333,534	1,28[illegible],358	613,920	309,792	91,952	11,708	82,739	2nd „	
18,882,075	8,465,113	20,163,377	57,642,445	22,031,311	17,104,783	6,567,919	25,156,184	14,383,212	4,652,972	3,993,578	373,224	3,734,407	1st half	98
21,361,817	11,146,944	17,581,078	82,375,346	28,043,498	15,774,843	7,235,795	21,501,643	16,404,924	3,949,499	4,744,640	484,608	3,601,328	2nd „	
23·86	23·39	24·51	29·81	22·59	19·07	28·44	28·46	26·60	20·34	24·53	19·59	24·86	1st half	99
23·62	20·16	23·37	31·45	22·69	18·69	33·36	25·16	27·66	18·06	25·81	16·29	25·84	2nd „	
3·92	2·00	1·22	0·85	1·30	0·62	1·66	1·63	1·09	1·50	0·49	0·18	0·49	1st half	100
3·71	1·95	1·17	0·83	1·34	0·60	1·61	1·60	1·07	1·54	0·51	0·40	0·61	2nd „	
27·78	25·39	25·73	30·66	23·89	19·69	30·10	30·09	27·69	21·84	25·02	10·77	25·35	1st half	101
27·33	28·11	24·54	32·28	24·03	19·29	34·97	26·76	28·73	19·60	26·32	16·69	26·45	2nd „	
37·12	38·28	23·24	28·57	24·28	24·54	8·92	18·03	20·53	21·61	30·25	27·41	31·33	1st half	102
39·20	34·56	20·77	23·72	20·24	26·16	9·99	19·62	26·94	21·56	30·25	23·97	27·92	2nd „	
192,103,684	96,944,595	158,727,438	404,030,849	139,231,537	100,250,041	43,606,161	161,531,883	87,471,023	34,777,841	27,268,367	2,571,805	21,532,705	1st half	103
218,602,555	129,710,792	135,427,046	582,970,345	177,589,580	98,794,643	47,647,711	13[illegible],568,473	102,688,931	29,900,149	33,214,994	3,337,648	20,829,491	2nd „	
37·57	57·01	52·29	55·80	55·86	46·29	36 07	41·53	42·02	37·92	50·11	41·59	40·81	1st half	104
39·91	50·80	49·46	49·60	50·27	46·41	38·15	41·54	40·75	41·80	47·22	44·26	41·41	2nd „	
4·45	7·09	4·32	4·02	3·73	2·80	2·53	2·82	2·66	3·04	3·49	2·89	2·40	1st half	105
4·73	6·35	4·00	3·60	3·37	3·00	2·63	2·87	2·65	3·43	3·37	3·12	2·45	2nd „	
5·91	11·42	5·94	4·98	4·75	3·83	3·51	4·01	3·22	4·83	5·44	5·26	3·23	1st half	106
6·39	10·91	5 83	4·96	4·91	4·01	3·41	4·05	3·53	5·20	5·46	5 86	3·86	2nd „	
72,181,133	55,264,637	83,000,592	225,417,976	77,779,093	46,406,420	15,728,042	67,078,339	36,756,372	13,188,678	13,664,528	1,069,648	8,786,892	1st half	107
87,247,314	65,886,949	66,984,409	289,162,580	89,275,014	45,845,701	18,177,510	57,977,301	41,849,901	12,499,083	15,684,784	1,477,408	8,624,897	2nd „	
174,995,818	83,340,399	100,310,437	278,606,355	112,525,091	96,290,441	34,600,759	116,093,835	71,222,536	24,301,018	20,508,405	1,934,868	18,016,126	1st half	108
196,761,055	106,243,991	88,419,777	388,309,772	144,449,039	89,753,264	38,809,702	105,896,834	82,505,748	15,112,442	23,895,168	2,859,123	17,260,440	2nd „	
247,176,951	138,605,036	183,311,020	504,054,331	190,304,184	142,696,870	50,328,801	184,072,174	107,978,908	37,489,696	34,262,933	3,004,516	26,803,018	1st half	109
284,008,369	172,130,940	155,404,186	677,472,352	233,724,053	135,598,965	50,987,212	163,874,135	124,355,649	27,611,525	39,579,952	4,336,531	25,885,337	2nd „	

APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1899.

Progressive number.	Headings.	1899.	STANDARD — State lines worked by Companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nagpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including Cawnpore-Burhwal (metre gauge link).	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by ... teed compa... XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
	GOODS TRAFFIC—*concld.*											
	WEIGHT OF TRAIN AND TON-MILEAGE—*concld.*											
	Average weight of a goods train—											
110	Freight . . . . . . *Tons*	1st half	201·40	63·62	151·74	126·01	161·61	126·34	131·81	114·31	149·44	221·41
		2nd „	195·9·	64·51	151·24	115·17	153·32	112·51	151·24	102·23	131·38	193·77
111	Dead-weight . . . . . „	1st half	245·86	183·76	289·64	270·65	274·87	222·77	252·91	210·72	241·94	303·93
		2nd „	242·72	222·62	297·83	276·75	269·38	226·13	308·65	214·91	238·08	317·24
112	Total . . . . . . „	1st half	447·26	247·38	444·38	396·66	436·48	349·11	384·72	325·03	391·38	525·34
		2nd „	438·62	287·13	449·07	391·92	422·70	338·64	459·89	317·14	369·46	511·01
	COST OF WORKING AND PROFIT											
113	Average cost of hauling a goods train one mile . . . . R	1st half	1·74	1·58	2·15	2·21	2·13	1·73	3·12	1·90	2·44	3·94
		2nd „	1·58	1·71	2·00	2·33	2·16	1·58	2·51	1·86	2·54	3·60
114	Average cost of hauling a goods vehicle with its load one mile . . . *Pies*	1st half	11·80	20·19	16·54	16·66	14·51	12·83	23·06	22·32	19·55	19·71
		2nd „	11·15	16·11	14·53	17·11	15·47	12·12	14·40	21·92	20·93	17·54
115	Average cost of hauling a goods unit (*viz.*, one ton) one mile . . . „	1st half	1·66	4·77	2·67	3·37	2·53	2·62	4·55	3·19	3·14	3·42
		2nd „	1·55	5·08	2·54	3·88	2·70	2·69	3·19	3·49	3·71	3·57
150	Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent. per annum . . . „	1st half	3·31	8·36	7·36	7·31	5·33	5·73	8·19	8·21	5·41	6·11
		2nd „	3·25	9·00	6·98	8·36	5·96	6·60	5·81	8·45	6·48	6·67
116	Average profit on working a goods train one mile . . . . R	1st half	3·13	0·35	2·65	1·64	2·26	*1·73	1·61	0·74	3·19	5·01
		2nd „	3·14	0·64	1·78	1·74	2·03	1·78	3·99	0·29	2·02	4·27
117	Average profit on working a goods vehicle with its load one mile . . *Pies*	1st half	21·20	3·17	20·35	12·36	15·33	12·27	11·87	8·71	25·48	25·00
		2nd „	22·06	6·21	12·92	12·78	14·58	13·72	22·91	3·35	16·17	20·78
118	Average profit on working a goods unit (*viz.*, one ton) one mile . . . „	1st half	2·98	1·06	3·28	2·50	2·68	2·64	2·34	1·24	4·09	4·34
		2nd „	3·08	1·92	2·20	2·91	2·54	3·04	5·07	0·54	2·96	4·23
	DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.											
	Percentage on Total Earnings—											
119	Coaching traffic . . . . *Per cent.*	1st half	30·16	64·08	22·02	33·45	30·58	38·44	42·18	48·01	19·79	24·67
		2nd „	29·97	75·93	25·60	32·52	35·12	37·98	27·70	50·27	27·04	28·20
120	Goods traffic . . . . „	1st half	68·21	21·44	70·36	64·47	67·38	54·77	49·86	48·45	79·31	73·13
		2nd „	68·34	37·14	69·89	65·16	61·76	48·92	68·17	46·08	71·67	69·99
121	Sundries, including telegraph . . „	1st half	1·28	14·48	7·62	2·08	1·98	6·79	7·61	1·30	0·90	2·20
		2nd „	1·32	4·93	4·51	2·32	3·07	13·10	3·88	2·52	1·29	1·81
122	Steam-boat earnings . . . . „	1st half	0·35	...	...	...	0·06	...	0·35	2·24	...	...
		2nd „	0·37	...	...	...	0·05	...	0·25	1·13	...	...
	TOTAL . . „	1st half	100	100	100	100	100	100	100	100	100	100
		2nd „	100	100	100	100	100	100	100	100	100	100
	Percentage of Working Expenses on Total Earnings—											
123	Maintenance . . . . *Per cent.*	1st half	8·31	17·71	12·78	10·42	11·21	10·31	19·93	14·18	9·75	14·07
		2nd „	8·21	14·11	14·93	13·63	10·31	13·55	12·00	18·04	13·42	10·00
124	Locomotive expenses . . . . „	1st half	9·75	12·31	11·98	22·25	17·83	11·68	12·03	18·44	19·64	16·90
		2nd „	9·64	14·00	14·54	19·76	22·96	11·08	8·74	23·14	24·76	17·57
125	Carriage and wagon expenses . . „	1st half	3·26	4·51	3·02	5·31	5·76	7·73	8·07	3·97	5·87	5·64
		2nd „	2·67	3·02	3·15	5·69	2·93	6·84	3·00	4·20	7·62	9·59
126	Traffic expenses . . . . „	1st half	6·33	11·25	7·69	7·48	7·17	7·76	13·25	11·14	7·70	5·72
		2nd „	6·35	11·70	8·35	7·68	8·24	8·67	11·13	13·22	9·75	6·25
127	General charges . . . . . „	1st half	3·16	13·35	7·75	6·70	3·30	4·08	5·44	8·54	3·18	3·08
		2nd „	3·11	12·04	8·48	7·06	3·68	4·39	3·50	9·70	4·18	3·29
128	Miscellaneous expenses . . „	1st half	3·13	4·81	1·53	3·22	1·44	2·97	1·62	1·81	2·26	1·64
		2nd „	1·91	3·32	2·05	3·85	1·47	1·92	2·75	1·38	2·14	1·43
129	Steam-boat expenses . . . . „	1st half	0·27	...	...	...	0·06	...	0·48	1·17	...	...
		2nd „	0·28	...	...	...	0·10	...	0·55	1·57	...	...
130	TOTAL WORKING EXPENSES . . „	1st half	34·21	63·94	44·75	55·38	46·77	44·53	60·82	59·25	48·40	47·05
		2nd „	32·17	58·79	51·50	57·67	49·69	46·45	41·67	71·34	61·87	48·13

A—continued.

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1899.

GAUGE.		METRE GAUGE.												
GUARANTEED.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.				
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharlla (2′ 6″ gauge) branch.	LVI. Rohilkund and Kumaon railway system.	LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhavnagar-Gondal-Junagad-Porbandar railway system.	1899.	Progressive number.
106·19	165·76	105·91	119·91	84·35	53·42	72·08	80·24	70·75	61·90	85·61	56·65	59·64	1st half	110
111·64	166·17	93·50	113·33	76·48	56·06	87·85	72·17	73·30	61·89	87·02	50·93	63·34	2nd „	
257·45	240·06	128·00	148·18	122·03	110·84	158·57	139·95	137·10	114·06	129·05	102·48	122·28	1st half	111
251·77	267·96	123·43	152·18	123·75	109·74	187·55	131·81	144·52	65·85	132·58	98·50	120·75	2nd „	
363·64	415·72	233·91	268·09	206·38	164·26	230·65	220·19	207·85	175·96	214·66	159·13	181·92	1st half	112
363·41	434·13	216·93	265·51	200·23	165·80	275·40	203·98	217·82	127·74	219·60	149·40	190·09	2nd „	
2·46	1·05	1·22	2·03	1·88	1·40	2·03	1·87	1·53	1·62	1·78	0·88	1·87	1st half	113
2·67	1·71	1·37	1·61	1·79	1·30	2·03	1·82	1·44	1·09	1·43	0·71	2·11	2nd „	
19·82	16·05	9·56	13·05	15·97	14·14	13·72	12·61	11·03	10·83	13·94	8·63	14·43	1st half	114
21·74	12·56	11·27	9·81	15·13	13·95	11·67	13·87	10·02	11·59	9·17	8·38	15·05	2nd „	
4·45	2·26	2·21	3·24	4·28	5·05	5·41	4·47	4·15	3·27	3·99	2·68	6·02	1st half	115
4·60	1·98	2·82	2·72	4·49	4·65	4·43	4·84	3·78	3·38	2·72	2·68	6·38	2nd „	
10·01	5·26	4·99	5·44	10·05	9·29	11·89	8·03	8·37	6·52	6·02	8·33	12·06	1st half	115a
9·33	4·00	6·10	4·57	9·80	8·88	10·50	9·06	7·68	6·17	4·54	7·32	12·99	2nd „	
2·15	2·71	1·75	2·41	0·98	1·04	*−1·01*	0·80	1·31	0·68	2·08	1·92	2·19	1st half	116
2·15	3·00	1·16	2·28	0·60	1·19	*−0·29*	0·75	2·44	0·94	2·84	1·32	1·05	2nd „	
17·30	22·23	13·68	15·52	8·31	10·40	*−4·80*	5·42	9·50	10·78	16·31	18·78	16·90	1st half	117
17·46	22·00	9·50	13·91	5·11	12·21	*−1·68*	5·75	16·92	9·97	21·08	8·31	12·27	2nd „	
3·80	3·14	3·17	3·86	2·22	3·71	*−1·89*	1·92	3·57	3·83	4·68	6·50	7·04	1st half	118
3·70	3·46	2·37	3·86	1·51	4·07	*−0·64*	2·00	6·39	2·90	6·25	4·09	5·01	2nd „	
34·41	22·00	33·69	29·15	26·41	49·77	62·62	51·29	38·36	35·50	30·33	33·05	49·58	1st half	119
32·83	18·31	37·44	23·79	25·92	51·69	51·66	45·91	30·66	36·25	25·26	23·80	46·19	2nd „	
63·50	76·15	55·07	69·04	70·89	48·68	34·70	46·94	52·58	54·11	68·56	61·20	48·01	1st half	120
64·59	78·42	51·06	74·09	72·06	40·89	45·51	50·81	59·11	49·10	72·62	66·90	51·10	2nd „	
2·09	1·85	3·24	1·81	2·70	1·55	0·86	1·49	1·62	10·39	1·11	5·75	1·51	1st half	121
2·58	3·27	4·64	2·12	2·02	1·42	2·81	2·95	1·00	14·65	2·12	9·30	2·81	2nd „	
...	...	8·00	...	...	...	1·82	0·28	7·44	...	...	...	...	1st half	122
...	...	6·86	...	...	...	0·02	0·33	9·03	...	...	...	...	2nd „	
100	100	100	100	100	100	100	100	100	100	100	100	100	1st half	
100	100	100	100	100	100	100	100	100	100	100	100	100	2nd „	
11·12	12·59	10·01	12·29	13·92	10·10	30·10	14·16	14·31	10·67	20·01	10·50	10·60	1st half	123
11·21	9·03	15·87	9·27	17·43	8·54	22·29	13·93	8·48	15·79	4·80	12·44	13·88	2nd „	
21·02	11·25	9·37	15·58	19·69	21·71	15·73	19·11	10·35	10·95	14·62	14·77	14·78	1st half	124
23·42	13·17	12·12	15·00	23·72	18·82	16·56	22·40	9·16	9·25	14·28	14·93	17·35	2nd „	
4·03	2·89	2·33	3·76	6·76	5·45	3·33	3·92	2·98	3·81	1·71	1·72	2·33	1st half	125
4·46	2·34	2·65	3·58	5·95	5·65	3·06	5·62	2·84	3·32	1·65	1·07	3·77	2nd „	
8·74	6·70	6·23	6·61	10·90	9·18	12·23	9·88	10·01	7·42	4·02	6·31	9·10	1st half	126
7·47	5·77	8·38	6·27	11·32	8·69	13·44	10·91	8·10	7·91	3·99	6·53	10·44	2nd „	
5·80	6·58	5·02	4·69	10·84	7·15	19·75	7·34	5·07	7·93	2·73	3·00	8·72	1st half	127
5·22	5·69	0·84	4·46	10·65	7·18	21·24	8·29	3·71	9·48	2·68	3·11	10·26	2nd „	
1·23	1·50	3·89	0·88	2·08	1·49	1·03	1·02	1·70	6·33	3·13	1·71	1·22	1st half	128
1·00	1·36	4·55	1·31	2·16	1·42	1·20	1·28	1·47	6·43	4·93	3·60	1·25	2nd „	
...	...	3·10	...	...	...	...	0·65	5·35	...	...	...	...	1st half	129
...	...	3·18	...	...	...	0·08	0·97	4·90	...	...	...	...	2nd „	
51·94	41·51	40·85	43·81	64·19	55·08	82·17	56·08	49·77	47·11	46·22	38·10	47·05	1st half	130
52·78	37·36	53·59	40·49	71·23	50·30	77·87	63·40	38·66	52·18	32·33	42·28	56·95	2nd „	

APPENDIX
STATISTICS OF INDIAN
WORKING

Half-years ended the 30th June and the 31st December 1899.

TABLE A.—MAINTENANCE OF WAY

STANDARD

Progressive number.	HEADINGS.	1899.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including Cawnpore Burhwal (metre gauge link).	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by …teed com… XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
	Mean age of lines on the 31st December 1899 . . . Years	...	30·07	16·20	8·55	9·57	14·49	17·82	28·50	4·22	33·58	25·27
	PER MILE OF LINE MAINTAINED.											
131a	General superintendence (including office expenses) . . R	1st half	185·36	114·03	103·31	84·35	128·97	105·50	231·46	108·86	153·43	164·81
		2nd ,,	190·45	112·03	102·35	86·89	127·54	114·72	251·07	134·49	150·63	170·48
132a	Maintenance and renewal of permanent-way . . . . ,,	1st half	728·14	550·05	320·71	216·50	301·09	300·25	1,282·15	214·09	628·45	694·45
		2nd ,,	683·26	461·99	347·59	305·99	237·88	352·06	1,131·35	247·92	665·02	926·83
133a	Repairs of bridges, &c. . . . ,,	1st half	162·86	24·58	44·17	41·36	110·29	56·91	616·73	17·90	181·84	775·41
		2nd ,,	154·48	21·36	23·42	47·19	66·20	112·23	380·67	36·02	181·22	—102·41
134a	Conservancy of rivers . . . ,,	1st half	...	1·83	...	...	16·63	10·96	0·87	...	...	...
		2nd ,,	...	3·34	...	...	24·90	6·30	...	...	...	...
135a	Repairs of stations and buildings ,,	1st half	215·76	59·54	27·45	30·08	149·45	56·02	398·09	24·47	97·48	150·15
		2nd ,,	240·23	58·66	36·28	25·81	103·00	66·45	454·04	24·49	117·87	148·66
136a	Other charges (net) . . . . ,,	1st half	130·24	16·62	27·55	23·56	135·81	63·36	166·47	44·64	265·65	271·86
		2nd ,,	164·93	18·08	56·71	19·94	107·79	58·59	222·34	29·30	282·18	71·44
137a	Total maintenance, &c. . . . ,,	1st half	1,422·36	766·65	523·19	395·85	842·24	593·00	2,695·77	409·96	1,326·85	2,056·68
		2nd ,,	1,433·35	675·46	566·35	485·82	667·31	710·35	2,439·47	472·22	1,396·92	1,215·00
	PER MILE OF TRACK, INCLUDING SIDINGS.											
131b	General superintendence (including office expenses) . . . R	1st half	121·86	96·97	92·99	75·41	101·11	92·45	123·27	93·33	102·41	118·49
		2nd ,,	124·76	95·25	91·79	77·76	100·29	100·51	132·31	117·72	100·48	123·82
132b	Maintenance and renewal of permanent-way . . . . . ,,	1st half	478·67	467·77	288·69	193·55	236·04	263·11	682·84	187·47	419·46	499·26
		2nd ,,	447·62	392·78	311·72	273·88	187·05	308·43	596·19	217·02	443·60	673·19
133b	Repairs of bridges, &c. . . . ,,	1st half	107·06	20·90	39·76	36·97	86·46	49·88	328·45	15·67	121·37	557·46
		2nd ,,	101·20	18·16	21·01	42·24	52·06	98·32	200·60	31·53	120·88	—74·38
134b	Conservancy of rivers . . . ,,	1st half	...	1·56	...	...	13·03	9·60	0·46	...	...	...
		2nd ,,	...	2·83	...	...	19·58	5·52	...	...	...	...
135b	Repairs of stations and buildings . ,,	1st half	141·84	50·63	24·71	26·89	117·16	49·09	212·00	21·43	65·06	107·94
		2nd ,,	157·38	49·87	32·53	23·10	80·99	58·21	239·27	21·44	78·63	107·98
136b	Other charges (net) . . . . ,,	1st half	85·61	14·13	24·80	21·06	106·47	55·52	88·66	39·09	177·30	195·44
		2nd ,,	108·05	15·37	50·86	17·85	84·76	51·33	117·16	25·65	188·23	51·89
137b	Total maintenance, &c. . . . ,,	1st half	935·04	651·98	470·95	353·88	660·27	519·65	1,435·68	358·99	885·60	1,478·59
		2nd ,,	939·01	574·26	507·91	434·83	524·73	622·32	1,285·53	413·36	931·82	882·50
	PER TOTAL TRAIN-MILE.											
131c	General superintendence (including office expenses) . . Annas	1st half	0·78	1·18	1·75	1·24	1·08	1·02	1·10	1·96	0·75	1·16
		2nd ,,	0·76	1·03	1·51	1·36	1·18	1·24	0·97	2·15	0·79	1·30
132c	Maintenance and renewal of permanent-way . . . . . ,,	1st half	3·06	5·71	5·44	3·20	2·53	2·90	6·09	3·85	3·08	4·87
		2nd ,,	2·73	4·25	5·13	4·80	2·21	3·80	4·37	3·96	3·46	7·06
133c	Repairs of bridges, &c. . . . ,,	1st half	0·69	0·25	0·75	0·61	0·93	0·55	2·93	0·32	0·89	5·44
		2nd ,,	0·62	0·20	0·35	0·74	0·61	1·21	1·47	0·58	0·94	—0·78
134c	Conservancy of rivers . . . ,,	1st half	...	0·02	...	...	0·14	0·10	...	...	...	...
		2nd ,,	...	0·03	...	...	0·23	0·07	...	...	...	...
135c	Repairs of stations and buildings ,,	1st half	0·90	0·61	0·47	0·44	1·25	0·54	1·90	0·44	0·47	1·05
		2nd ,,	0·96	0·54	0·54	0·40	0·96	0·71	1·75	0·39	0·62	1·13
136c	Other charges (net) . . . . ,,	1st half	0·54	0·18	0·46	0·35	1·14	0·61	0·79	0·80	1·30	1·90
		2nd ,,	0·66	0·17	0·84	0·32	1·00	0·63	0·86	0·47	1·47	0·55
137c	Total maintenance, &c. . . . ,,	1st half	5·97	7·95	8·87	5·84	7·07	5·72	12·81	7·37	6·49	14·42
		2nd ,,	5·73	6·22	8·37	7·62	6·19	7·66	9·42	7·55	7·28	9·26
	PER 1,000 GROSS TON-MILES.											
131d	General superintendence (including office expenses) . . . R	1st half	0·13	0·34	0·28	0·24	0·19	0·21	0·23	0·39	0·15	0·19
		2nd ,,	0·13	0·26	0·24	0·26	0·21	0·27	0·17	0·45	0·16	0·21
132d	Maintenance and renewal of permanent-way . . . . . ,,	1st half	0·51	1·64	0·88	0·60	0·43	0·61	1·31	0·76	0·60	0·78
		2nd ,,	0·46	1·07	0·83	0·92	0·40	0·82	0·79	0·81	0·73	1·16
133d	Repairs of bridges, &c. . . . ,,	1st half	0·11	0·07	0·12	0·11	0·16	0·11	0·63	0·06	0·17	0·88
		2nd ,,	0·11	0·05	0·06	0·14	0·11	0·26	0·26	0·11	0·20	—0·13
134d	Conservancy of rivers . . . ,,	1st half	...	0·01	...	...	0·02	0·02	...	...	...	...
		2nd ,,	...	0·01	...	...	0·04	0·02	...	...	...	...
135d	Repairs of stations and buildings ,,	1st half	0·15	0·18	0·08	0·08	0·22	0·12	0·41	0·09	0·09	0·17
		2nd ,,	0·16	0·13	0·09	0·08	0·17	0·15	0·32	0·08	0·13	0·19
136d	Other charges (net) . . . . ,,	1st half	0·09	0·05	0·08	0·06	0·19	0·13	0·17	0·16	0·26	0·30
		2nd ,,	0·11	0·04	0·13	0·07	0·18	0·13	0·16	0·10	0·30	0·08
137d	Total maintenance, &c. . . . ,,	1st half	0·99	2·29	1·44	1·09	1·21	1·20	2·75	1·46	1·27	2·32
		2nd ,,	0·97	1·56	1·35	1·47	1·11	1·65	1·70	1·55	1·52	1·51

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES.

WORKS AND STATIONS.

Half-years ended the 30th June and the 31st December 1899

GAUGE.		METRE GAUGE.												
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1899.	Progressive number.
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Raj-putana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharlla (2' 6" gauge) branch.	LVI. Rohilkhund and Kumaon railway system.	LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
35·04	16 66	10·94	18·69	12·34	19·33	3·61	11·06	16·41	11·94	8·84	4·63	12·43	...	
158·80	156·46	71·25	102·91	88·20	107·44	200·98	121·60	106·95	65·22	16·71	8·63	64·53	1st half	131a
140·80	155·80	90·57	99·87	92·87	103·43	166·15	119·90	107·25	76·64	15·73	7·68	70·66	2nd ,,	
265·01	305·37	236·75	547·22	160·23	250·05	228·66	363·28	390·72	181·34	506·22	94·97	180·91	1st half	132a
390·97	277·43	281·69	410·81	212·15	289·72	235·70	314·83	302·17	285·51	93·40	103·26	202·78	2nd ,,	
46·60	173·88	95·43	43·50	23·70	30·30	107·04	108·77	47·83	39·23	2·93	...	11·30	1st half	133a
144·37	70·57	101·89	41·39	46·55	20·37	5·37	53·40	39·82	70·03	1·21	...	8·14	2nd ,,	
...	...	0·20	...	...	...	...	0·92	0·72	7·54	...	...	...	1st half	134a
...	0·51	...	...	...	...	...	2·01	...	5·29	...	...	...	2nd ,,	
62·92	27·52	34·97	46·69	35·40	20·70	61·23	52·03	75·06	31·98	5·75	1·03	24·01	1st half	135a
69·65	22·57	57·84	52·56	46·01	28·84	19·08	59·21	67·93	31·12	7·13	2·76	11·20	2nd ,,	
105·51	69·56	86·72	67·49	25·38	−7·01	3·09	73·18	91·57	19·65	4·08	1·95	17·77	1st half	136a
110·63	85·94	68·90	70·75	35·00	−99·65	2·06	45·68	46·14	41·64	10·03	1·83	18·53	2nd ,,	
638·84	732·79	525·32	807·81	332·91	401·48	601·00	719·78	712·85	344·96	535·69	106·58	298·52	1st half	137a
766·42	612·82	606·89	675·38	432·58	342·71	428·36	595·03	563·31	510·23	127·51	115·54	311·31	2nd ,,	
129·97	139·77	62·40	88·55	79·95	95·03	175·95	104·15	91·27	57·97	16·23	8·44	58·55	1st half	131b
115·17	139·17	84·25	85·61	84·09	92·44	145·98	102·47	91·39	68·34	15·28	7·51	64·13	2nd ,,	
216·89	272·78	207·32	470·85	145·23	221·16	200·19	311·19	333·43	161·20	491·45	92·80	164·13	1st half	132b
246·18	247·83	245·76	352·18	192·10	258·94	207·09	269·06	257·48	254·62	90·73	100·92	184·05	2nd ,,	
38·14	155·32	83·57	37·43	21·48	26·80	93·72	93·17	40·80	34·88	2·84	...	10·25	1st half	133b
118·09	63·03	88·89	35·49	42·15	18·21	4·72	45·64	33·93	62·45	1·18	...	7·39	2nd ,,	
...	...	0·17	...	...	...	...	0·79	0·62	6·70	...	...	...	1st half	134b
...	0·46	...	...	...	...	...	1·71	...	4·72	...	...	...	2nd ,,	
51·50	24·57	30·63	40·18	32·09	18·30	53·60	44·57	64·05	28·43	5·58	1·00	21·78	1st half	135b
56·97	20·16	30·46	45·06	41·66	25·78	16·77	50·59	57·89	27·76	6·92	2·70	10·16	2nd ,,	
86·35	62·13	75·94	58·06	23·00	−6·20	2·70	62·68	78·15	17·46	3·96	1·91	16·12	1st half	136b
90·49	76·76	60·12	60·65	31·69	−89·07	1·81	39·04	39·32	37·14	9·74	1·79	10·82	2nd ,,	
522·85	654·57	460·03	695·07	301·75	355·09	526·16	616·55	608·32	306·64	520·06	104·15	270·83	1st half	137b
626·90	547·40	529·48	578·99	391·69	306·30	376·37	508·51	480·01	455·03	123·86	112·92	282·55	2nd ,,	
1·69	1·98	0·70	1·04	1·66	1·08	4·21	1·20	1·06	0·97	0·38	0·34	1·42	1st half	131c
1·37	1·71	1·02	0·81	1·48	1·10	3·72	1·28	0·99	1·13	0·37	0·27	1·75	2nd ,,	
2·84	3·88	2·35	5·49	3·02	2·53	4·79	3·58	3·87	2·69	11·56	3·74	3·98	1st half	132c
2·92	3·05	2·97	3·34	3·38	3·08	5·27	3·37	2·78	4·23	2·18	3·65	5·04	2nd ,,	
0·50	2·20	0·95	0·44	0·45	0·31	2·24	1·07	0·48	0·58	0·07	...	0·25	1st half	133c
1·40	0·77	1·07	0·34	0·74	0·22	0·12	0·57	0·36	1·04	0·03	...	0·20	2nd ,,	
...	...	...	...	...	...	...	0·01	0·01	0·11	...	...	...	1st half	134c
...	0·01	...	...	...	...	...	0·02	...	0·08	...	...	...	2nd ,,	
0·67	0·34	0·35	0·47	0·67	0·21	1·28	0·51	0·74	0·47	0·13	0·04	0·53	1st half	135c
0·68	0·24	0·61	0·42	0·73	0·31	0·42	0·63	0·62	0·47	0·17	0·10	0·28	2nd ,,	
1·12	0·89	0·86	0·67	0·47	−0·07	0·06	0·72	0·90	0·30	0·09	0·07	0·39	1st half	136c
1·08	0·94	0·72	0·58	0·55	−1·96	0·05	0·49	0·43	0·62	0·24	0·06	0·40	2nd ,,	
6·80	9·29	5·21	8·11	6·27	4·06	12·58	7·09	7·06	5·12	12·23	4·19	6·57	1st half	137c
7·45	6·72	6·39	5·49	6·88	3·65	9·58	6·36	5·18	7·37	2·98	4·08	7·73	2nd ,,	
0·37	0·32	0·22	0·28	0·54	0·43	1·12	0·38	0·37	0·34	0·11	0·15	0·53	1st half	131d
0·30	0·27	0·35	0·21	0·48	0·43	0·85	0·42	0·33	0·45	0·11	0·12	0·65	2nd ,,	
0·62	0·62	0·74	1·48	0·98	1·01	1·27	1·12	1·34	0·95	3·48	1·61	1·50	1st half	132d
0·63	0·47	1·02	0·89	1·10	1·21	1·20	1·11	0·93	1·67	0·66	1·60	1·86	2nd ,,	
0·11	0·35	0·30	0·12	0·15	0·12	0·60	0·34	0·16	0·20	0·02	...	0·09	1st half	133d
0·30	0·12	0·37	0·09	0·24	0·08	0·03	0·19	0·12	0·41	0·01	...	0·07	2nd ,,	
...	...	...	...	...	...	...	...	...	0·04	...	...	...	1st half	134d
...	...	...	...	...	...	...	0·01	...	0·03	...	...	...	2nd ,,	
0·15	0·06	0·11	0·13	0·22	0·08	0·34	0·16	0·26	0·17	0·04	0·02	0·20	1st half	135d
0·15	0·04	0·21	0·11	0·24	0·12	0·10	0·20	0·21	0·18	0·05	0·04	0·10	2nd ,,	
0·25	0·14	0·28	0·18	0·15	−0·03	0·01	0·23	0·31	0·10	0·03	0·03	0·15	1st half	136d
0·23	0·14	0·24	0·16	0·18	−0·41	0·01	0·16	0·15	0·24	0·07	0·03	0·17	2nd ,,	
1·50	1·49	1·65	2·19	2·04	1·61	3·34	2·23	2·44	1·80	3·68	1·81	2·47	1st half	137d
1·61	1·04	2·19	1·46	2·24	1·43	2·19	2·09	1·74	2·98	0·60	1·79	2·85	2nd ,,	

APPENDIX
STATISTICS OF INDIAN
WORKING

Half-years ended the 30th June and the 31st December 1899.

TABLE B.—LOCOMOTIVE

STANDARD

Progressive number.	HEADINGS.	1899.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand including Cawnpore-Burhwal (metre gauge link).	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by [guaran]teed com[panies]. XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
†	Average price of fuel per ton in terms of coal * . . R	1st half	2·04	6·18	3·75	10·39	14·27	(a)10·10	6·76	8·81	11·54	16·91
		2nd ,,	2·08	6·29	3·91	9·83	15·32	9·07	6·88	8·36	11·50	16·48
	Average price of fuel per ton in terms of wood . . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.											
138a	General superintendence (including office expenses) . . . . . Annas	1st half	0·59	0·58	1·09	0·76	0·73	(a)0·64	0·61	1·18	0·61	0·71
		2nd ,,	0·58	0·51	0·98	0·82	0·87	0·67	0·51	1·01	0·62	0·70
139a	Running expenses . . . . ,,	1st half	2·03	1·06	2·23	2·12	1·80	(a)0·85	2·14	2·05	2·93	2·58
		2nd ,,	2·00	0·99	2·06	1·97	1·90	0·92	1·90	2·01	3·06	2·64
140a	Fuel† . . . . ,,	1st half	0·92	2·14	1·40	4·30	4·77	(a)3·05	2·17	2·86	3·91	7·25
		2nd ,,	0·91	2·37	1·47	3·85	5·32	2·65	2·32	2·99	3·85	6·56
141a	Water . . . . ,,	1st half	0·10	0·14	0·19	0·25	0·21	(a)0·11	0·12	0·22	0·33	0·65
		2nd ,,	0·09	0·13	0·22	0·25	0·25	0·11	0·12	0·21	0·41	0·51
142a	Oil, tallow and other stores . . . ,,	1st half	0·28	0·28	0·28	0·44	0·31	(a)0·25	0·30	0·34	0·32	0·57
		2nd ,,	0·30	0·26	0·28	0·39	0·32	0·24	0·29	0·40	0·32	0·57
143a	Maintenance and renewal of locomotives . . . . . . ,,	1st half	1·86	1·14	1·63	2·50	1·95	(a)0·73	1·65	1·90	3·26	3·39
		2nd ,,	1·50	1·60	1·69	2·55	3·72	0·91	1·07	2·16	3·43	4·27
143A (a)	Maintenance and renewal of machinery, tools and plant . . ,,	1st half	0·20	0·10	0·18	0·18	0·25	(a)0·08	0·34	0·21	0·15	0·32
		2nd ,,	0·21	0·08	0·09	0·15	0·25	0·22	0·43	0·17	0·17	0·36
144a	Other charges (net) . . . . ,,	1st half	1·02	0·08	1·32	1·93	1·20	(a)1·26	0·40	0·73	1·57	1·85
		2nd ,,	1·13	0·23	1·36	1·07	1·00	0·55	0·82	0·77	1·56	0·66
145a	Total locomotive expenses . . . ,,	1st half	7·00	5·52	8·32	12·48	11·22	(a)6·97	7·73	9·58	13·08	17·32
		2nd ,,	6·72	6·17	8·15	11·05	13·63	6·27	6·86	9·72	13·42	16·27
†	Fuel consumed in terms of coal *. . lbs.	1st half	63·08	38·70	52·30	57·98	46·79	(a)41·11	44·91	45·37	47·44	60·02
		2nd ,,	61·69	42·05	52·36	54·86	48·58	39·66	47·24	50·00	46·89	55·68
	Fuel consumed in terms of wood . . . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
	PER ENGINE-MILE.											
138b	General superintendence (including office expenses) . . . . . Annas	1st half	0·47	0·53	0·98	0·66	0·65	(a)0·55	0·42	1·07	0·53	0·61
		2nd ,,	0·48	0·46	0·89	0·71	0·76	0·57	0·37	0·92	0·55	0·60
139b	Running expenses . . . . ,,	1st half	1·65	0·97	2·01	1·83	1·59	(a)0·74	1·49	1·85	2·56	2·23
		2nd ,,	1·63	0·90	1·86	1·71	1·66	0·78	1·36	1·84	2·70	2·27
140b	Fuel † . . . . ,,	1st half	0·75	1·94	1·26	3·2[illegible]	4·22	(a)2·63	1·51	2·58	3·42	6·24
		2nd ,,	0·75	2·13	1·32	3·36	4·65	2·26	1·63	2·73	3·39	5·64
141b	Water . . . . ,,	1st half	0·08	0·13	0·17	0·21	0·19	(a)0·09	0·08	0·20	0·29	0·56
		2nd ,,	0·07	0·13	0·19	0·22	0·22	0·09	0·09	0·20	0·36	0·44
142b	Oil, tallow and other stores . . . ,,	1st half	0·23	0·25	0·25	0·37	0·27	(a)0·21	0·21	0·39	0·28	0·49
		2nd ,,	0·25	0·23	0·25	0·34	0·28	0·21	0·21	0·37	0·28	0·49
143b	Maintenance and renewal of locomotives . . . . . . ,,	1st half	1·51	1·03	1·47	2·15	1·73	(a)0·63	1·15	1·72	2·85	2·92
		2nd ,,	1·22	1·44	1·52	2·22	3·25	0·78	0·77	1·97	3·03	3·67
143A (b)	Maintenance and renewal of machinery, tools and plant . . ,,	1st half	0·16	0·09	0·16	0·16	0·22	(a)0·06	0·24	0·19	0·13	0·27
		2nd ,,	0·17	0·07	0·09	0·13	0·22	0·18	0·31	0·16	0·15	0·31
144b	Other charges (net) . . . . ,,	1st half	0·88	0·07	1·20	1·66	1·06	(a)1·08	0·28	0·66	1·38	1·60
		2nd ,,	0·93	0·21	1·23	0·94	0·88	0·47	0·16	0·70	1·37	0·57
145b	Total locomotive expenses . . . ,,	1st half	5·68	5·01	7·50	10·75	9·93	(a)5·99	5·38	8·66	11·44	14·92
		2nd ,,	5·50	5·57	7·35	9·63	11·92	5·34	4·90	8·89	11·83	13·99
†	Fuel consumed in terms of coal * . . lbs.	1st half	51·17	35·13	47·21	49·94	41·42	(a)35·37	31·25	41·02	41·50	51·67
		2nd ,,	50·49	37·99	47·24	47·85	42·48	37·77	33·77	45·72	41·33	47·88
	Fuel consumed in terms of wood . . . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...

* The standard used is Kurhurbaree coal, except in the case of the Nizam's Guaranteed State railway, which uses Singarenicoal.
(a) Standard gauge only.

—continued.

RAILWAYS—(Part II) —*continued.*

EXPENSES—*continued.*

EXPENSES.

Half-years ended the 30th June and the 31st December 1899.

GAUGE.		METRE GAUGE.												
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1899.	Progressive number.
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharlla (2′6″ gauge) branch.	LVI. Rohilkund and Kumaon railway system.	LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
15·58	4·59	6·78	17·15	9·05	15·28	10·42	13·76	7·52	...	22·55	22·55	20·89	1st half .	†
14·94	4·00	6·25	16·02	9·70	15·42	10·74	13·66	8·30	...	19·88	19·88	20·24	2nd „ .	
...	...	...	...	...	...	...	...	...	3·39	...	...	...	1st half .	
...	...	...	...	...	...	...	...	...	3·22	...	...	...	2nd „ .	
0·90	1·03	0·41	0·86	1·07	0·60	1·01	0·92	0·60	0·56	0·38	0·25	0·78	1st half .	138a
0·82	0·94	0·43	0·69	1·03	0·63	0·94	1·04	0·56	0·62	0·38	0·21	0·88	2nd „ .	
2·17	1·84	0·84	1·98	1·79	1·52	1·28	2·15	1·16	0·78	0·57	0·37	1·60	1st half .	139a
2·14	1·86	0·85	1·77	1·64	1·54	1·31	2·17	1·13	0·76	0·60	0·33	1·50	2nd „ .	
5·84	2·12	1·58	4·65	2·19	3·26	2·25	3·80	1·48	1·49	5·76	3·72	4·40	1st half .	140a
5·58	2·15	1·50	3·85	2·42	3·34	2·75	3·92	1·64	1·30	5·35	2·91	4·21	2nd „ .	
0·22	0·32	0·12	0·22	0·24	0·16	0·27	0·27	0·11	0·13	0·20	0·20	0·17	1st half .	141a
0·25	0·35	0·13	0·20	0·22	0·17	0·28	0·31	0·10	0·13	0·33	0·30	0·21	2nd „ .	
0·35	0·35	0·18	0·20	0·15	0·29	0·24	0·31	0·21	0·22	0·40	0·26	0·31	1st half .	142a
0·36	0·30	0·17	0·16	0·14	0·28	0·32	0·32	0·21	0·19	0·32	0·18	0·28	2nd „ .	
2·63	1·74	0·73	1·52	2·10	2·64	1·33	1·48	0·82	1·54	0·94	0·60	1·31	1st half .	143a
4·75	3·30	0·75	1·04	1·53	1·71	1·14	1·71	1·04	1·04	1·39	0·74	1·94	2nd „ .	
0·07	0·12	0·04	0·14	0·32	0·02	0·01	0·17	0·11	0·25	0·07	0·04	0·10	1st half .	143A (a)
0·10	0·14	0·07	0·09	0·27	0·14	0·02	0·24	0·12	0·10	0·12	0·06	0·12	2nd „ .	
0·68	0·79	0·57	0·70	1·01	0·23	0·20	0·47	0·61	0·28	0·62	0·40	0·21	1st half .	144a
1·56	0·78	0·98	0·84	2·12	0·22	0·36	0·52	0·80	0·28	0·35	0·18	0·42	2nd „ .	
12·86	8·31	4·47	10·27	8·87	8·72	6·50	9·57	5·10	5·25	8·94	5·84	8·88	1st half .	145a
15·56	9·82	4·88	9·24	9·37	8·03	7·12	10·23	5·60	4·43	8·84	4·90	9·02	2nd „ .	
52·45	64·68	32·67	37·97	33·97	29·85	30·24	38·63	27·58	...	35·73	23·10	29·52	1st half .	†
52·32	65·31	33·59	33·70	34·86	30·37	35·91	40·10	27·74	...	37·64	20·45	29·14	2nd „ .	
...	...	...	...	...	...	...	...	...	61·45	...	...	...	1st half .	
...	...	...	...	...	...	...	...	...	56·42	...	...	...	2nd „ .	
0·75	0·91	0·35	0·75	0·95	0·52	0·87	0·77	0·47	0·46	0·36	0·24	0·73	1st half .	138b
0·67	0·83	0·37	0·63	0·91	0·54	0·79	0·85	0·44	0·53	0·36	0·20	0·81	2nd „ .	
1·80	1·61	0·71	1·73	1·58	1·32	1·10	1·79	0·92	0·64	0·54	0·36	1·49	1st half .	139b
1·78	1·61	0·72	1·58	1·46	1·34	1·10	1·78	0·90	0·63	0·57	0·32	1·44	2nd „ .	
4·82	1·85	1·35	4·04	1·94	2·82	1·93	3·16	1·17	1·22	5·41	3·64	4·10	1st half .	140b
4·63	1·87	1·28	3·43	2·15	2·91	2·32	3·20	1·30	1·07	5·05	2·83	3·90	2nd „ .	
0·18	0·28	0·10	0·19	0·21	0·14	0·23	0·22	0·09	0·11	0·18	0·19	0·16	1st half .	141b
0·21	0·30	0·10	0·17	0·20	0·15	0·23	0·25	0·08	0·11	0·31	0·29	0·20	2nd „ .	
0·29	0·30	0·16	0·18	0·14	0·25	0·21	0·26	0·16	0·18	0·38	0·26	0·29	1st half .	142b
0·30	0·26	0·14	0·14	0·12	0·25	0·27	0·26	0·17	0·16	0·30	0·17	0·26	2nd „ .	
2·17	1·51	0·63	1·32	1·86	2·28	1·14	1·23	0·65	1·26	0·89	0·59	1·22	1st half .	143b
3·94	2·87	0·04	1·46	1·36	1·49	0·96	·39	0·82	0·86	1·31	0·72	1·79	2nd „ .	
0·06	0·10	0·03	0·11	0·29	0·01	0·01	0·14	0·09	0·21	0·07	0·04	0·09	1st half .	143A (b)
0·08	0·13	0·06	0·07	0·24	0·13	0·02	0·19	0·09	0·08	0·12	0·00	0·11	2nd „ .	
0·56	0·68	0·47	0·61	0·89	0·20	0·17	0·39	0·49	0·23	0·58	0·39	0·19	1st half .	144b
1·29	0·68	0·84	0·75	1·90	0·19	0·30	0·43	0·63	0·23	0·33	0·18	0·39	2nd „ .	
10·63	7·24	3·80	8·93	7·86	7·54	5·66	7·96	4·04	4·31	8·41	5·71	8·27	1st half .	145b
12·90	8·55	4·15	8·22	8·34	7·00	5·99	8·35	4·43	3·07	8·35	4·77	8·00	2nd „ .	
43·36	56·38	27·80	32·99	30·10	25·83	26·02	32·12	21·84	...	33·61	22·58	27·49	1st half .	†
43·36	56·92	28·57	29·90	31·05	26·45	30·23	32·80	21·04	...	35·54	19·91	26·67	2nd „ .	
...	...	...	...	...	...	...	...	...	50·42	...	...	...	1st half .	
...	...	...	...	...	...	...	...	...	40·71	...	...	...	2nd „ .	

APPENDIX

STATISTICS OF INDIAN

WORKING

Half-years ended the 30th June and the 31st December 1899.

TABLE B.—LOCOMOTIVE

STANDARD

Progressive number.	Headings.	1899.	I. East Indian railway system.	II. Bengal-Central.	III. Bengal-Nagpur.	IV. Indian Midland railway system.	XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including the Cawnpore Burhwal (metre gauge link).	XIV. Eastern Bengal.	XVI East Coast.	XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
			State lines worked by companies.				State lines worked by the State.				Lines worked by [guaran]teed com[panies]	
	PER 1,000 GROSS TON-MILES.											
138c	General superintendence (including office expenses) . . . . . R	1st half	0·10	0·17	0·18	0·14	0·12	0·12	0·13	0·23	0·12	0·11
		2nd „	0·10	0·13	0·15	0·16	0·16	0·14	0·09	0·21	0·13	0·11
139c	Running expenses . . . . . „	1st half	0·34	0·31	0·36	0·39	0·31	0·17	0·46	0·41	0·57	0·42
		2nd „	0·34	0·25	0·33	0·38	0·35	0·20	0·34	0·41	0·64	0·43
140c	Fuel† . . . . „	1st half	0·15	0·61	0·23	0·80	0·82	0·59	0·47	0·57	0·76	1·17
		2nd „	0·16	0·59	0·24	0·74	0·96	0·57	0·42	0·61	0·81	1·08
141c	Water . . . . „	1st half	0·01	0·04	0·03	0·04	0·04	0·02	0·02	0·04	0·06	0·11
		2nd „	0·02	0·03	0·04	0·05	0·05	0·02	0·02	0·05	0·08	0·09
142c	Oil, tallow and other stores . . . „	1st half	0·05	0·08	0·04	0·08	0·05	0·05	0·06	0·09	0·06	0·09
		2nd „	0·05	0·07	0·05	0·07	0·06	0·05	0·05	0·08	0·07	0·09
143c	Maintenance and renewal of locomotives . . . . „	1st half	0·31	0·33	0·27	0·46	0·34	0·14	0·36	0·37	0·64	0·55
		2nd „	0·25	0·40	0·27	0·49	0·67	0·20	0·19	0·45	0·72	0·70
143A (c)	Maintenance and renewal of machinery, tools and plant . . . . . „	1st half	0·03	0·03	0·03	0·03	0·04	0·02	0·07	0·05	0·03	0·05
		2nd „	0·03	0·02	0·01	0·03	0·44	0·05	0·08	0·03	0·04	0·06
144c	Other charges (net) . . . . . „	1st half	0·17	0·02	0·21	0·36	0·21	0·25	0·09	0·14	0·31	0·30
		2nd „	0·19	0·06	0·22	0·20	0·18	0·12	0·04	0·16	0·32	0·11
145c	Total locomotive expenses . . . „	1st half	1·16	1·59	1·35	2·30	1·93	1·36	1·66	1·90	2·55	2·80
		2nd „	1·14	1·55	1·31	2·12	2·47	1·35	1·23	2·00	2·81	2·67
†	Fuel consumed in terms of coal* . . lbs.	1st half	167·68	178·11	136·07	172·90	128·52	128·11	154·28	143·64	148·24	155·13
		2nd „	167·45	169·24	134·93	168·66	140·82	136·68	135·97	164·39	150·86	140·13
	Fuel consumed in terms of wood . . . „	1st half	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.									Table C.—Carriage and		
146a	General superintendence (including office expenses) . . . . Annas	1st half	0·14	0·28	0·24	0·29	0·23	(b) 0·14	0·45	0·30	0·18	0·30
		2nd „	0·13	0·25	0·21	0·31	0·11	0·15	0·31	0·25	0·19	0·31
147a	Repairs and renewals of coaching vehicles . . . . . . „	1st half	0·48	0·91	0·41	1·18	1·60	(b) 1·11	1·97	0·77	0·61	1·18
		2nd „	0·38	0·59	0·38	1·01	0·45	2·69	0·96	0·70	0·90	2·51
148a	Repairs and renewals of goods vehicles „	1st half	1·49	0·57	0·81	1·00	1·32	(b) 3·00	2·33	0·54	1·96	2·84
		2nd „	1·19	0·53	0·56	1·42	0·72	0·61	0·69	0·43	1·90	5·23
148A (a)	Repairs and renewals of machinery, tools and plant . . . . . „	1st half	0·02	0·03	0·03	0·06	0·03	(b) 0·03	0·06	0·02	0·06	0·25
		2nd „	...	0·01	0·03	0·05	0·04	0·09	0·02	0·03	0·07	0·33
149a	Cleaning and oiling . . . . . „	1st half	0·16	0·23	0·52	0·43	0·38	(b) 0·31	0·35	0·34	0·39	0·47
		2nd „	0·15	0·22	0·52	0·38	0·41	0·32	0·35	0·33	0·41	0·46
150a	Other charges (net) . . . . . „	1st half	0·05	...	0·08	0·02	0·07	(b) 0·02	0·02	0·05	0·70	0·74
		2nd „	0·01	...	0·07	0·01	0·02	0·01	0·02	0·03	0·04	0·03
151a	Total carriage and wagon expenses „	1st half	2·34	2·02	2·09	2·98	3·63	(b) 4·61	5·18	2·07	3·90	5·78
		2nd „	1·86	1·60	1·77	3·18	1·76	3·87	2·35	1·77	4·13	8·87
	PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.											
145b	General superintendence (including office expenses) . . . . . R	1st half	0·36	1·20	0·42	0·84	0·56	(b) 0·27	1·42	1·03	0·65	0·69
		2nd „	0·33	0·88	0·61	0·86	0·28	0·36	0·79	0·78	0·70	0·71
147b	Repairs and renewals of coaching vehicles (a) . . . . . . „	1st half	4·45	5·80	3·37	10·72	13·10	(b) 9·07	14·89	5·99	7·20	10·51
		2nd „	3·70	4·28	3·53	9·01	3·28	20·81	8·25	5·20	9·40	21·04
148b	Repairs and renewals of goods vehicles (a) . . . . . . „	1st half	5·34	8·37	1·85	4·14	4·64	(b) 7·77	12·81	3·35	9·86	8·82
		2nd „	4·03	3·65	2·37	5·83	2·89	2·18	2·45	2·38	10·98	16·31
148A (b)	Repairs and renewals of machinery, tools and plant . . . . . „	1st half	0·05	0·15	0·06	0·18	0·09	(b) 0·05	0·21	0·08	0·20	0·57
		2nd „	0·01	0·04	0·08	0·14	0·11	0·22	0·06	0·08	0·25	0·75
149b	Cleaning and oiling . . . „	1st half	0·41	1·03	0·93	1·23	0·93	(b) 0·60	1·10	1·14	1·36	1·07
		2nd „	0·36	0·76	1·50	1·08	1·09	0·77	0·88	1·05	1·53	1·05
150b	Other charges (net) . . . . „	1st half	0·12	...	0·15	0·04	0·17	(b) 0·05	0·07	0·19	2·48	1·69
		2nd „	0·03	...	0·18	0·04	0·04	0·03	0·05	0·10	2·48	0·07
151b	Total carriage and wagon expenses „	1st half	6·01	9·13	3·74	8·50	8·93	(b) 9·05	16·37	7·13	13·73	13·27
		2nd „	4·67	5·05	5·13	8·96	4·55	9·40	5·92	5·60	15·38	20·17

* The standard used is Kurhurbaree coal, except in the case of

(a) These two items are calculated respectively upon the coaching and goods vehicle-mileage

(b) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II) —*continued.*

EXPENSES—*continued.*

EXPENSES—*concluded.*

Half-years ended the 30th June and the 31st December 1899.

GAUGE. GUARANTEED COMPANIES. XIX. Madras railway system.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY. XXXI. The Nizam's Guaranteed state railway system.	METRE GAUGE. STATE LINES WORKED BY COMPANIES. XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	STATE LINE WORKED BY THE STATE. L. Eastern Bengal, including the Kaunia-Dharla (2' 6" gauge) branch.	ASSISTED COMPANY. LVI. Rohilkund and Kumaon railway system.	LINES OWNED AND WORKED BY NATIVE STATES. LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhávnagar-Gondal-Junágad-Porbandar railway system.	1899.	Progressive number.
0·20	0·17	0·13	0·23	0·35	0·24	0·27	0·20	0·21	0·20	0·12	0·11	0·29	1st half	138c
0·18	0·14	0·15	0·18	0·34	0·25	0·22*	0·34	0·19	0·26	0·11	0·09	0·32	2nd „	
0·48	0·29	0·27	0·53	0·58	0·61	0·34	0·68	0·40	0·27	0·17	0·16	0·60	1st half	139c
0·46	0·28	0·29	0·47	0·53	0·61	0·30	0·71	0·38	0·29	0·18	0·14	0·58	2nd „	
1·29	0·34	0·50	1·26	0·71	1·30	0·60	1·19	0·51	0·52	1·73	1·61	1·65	1st half	140c
1·20	0·33	0·51	1·03	0·79	1·31	0·63	1·29	0·55	0·51	1·61	1·28	1·55	2nd „	
0·05	0·05	0·04	0·06	0·08	0·06	0·07	0·08	0·04	0·05	0·06	0·09	0·06	1st half	141c
0·05	0·05	0·04	0·05	0·07	0·06	0·06	0·10	0·03	0·05	0·10	0·13	0·08	2nd „	
0·08	0·06	0·06	0·05	0·05	0·11	0·06	0·10	0·07	0·08	0·12	0·11	0·12	1st half	142c
0·08	0·05	0·06	0·04	0·05	0·11	0·08	0·10	0·07	0·07	0·10	0·08	0·10	2nd „	
0·58	0·28	0·23	0·41	0·68	1·05	0·35	0·47	0·28	0·54	0·28	0·26	0·49	1st half	143c
1·03	0·51	0·26	0·43	0·50	0·67	0·26	0·56	0·35	0·41	0·42	0·33	0·72	2nd „	
0·01	0·02	0·01	0·04	0·11	0·01	...	0·05	0·04	0·09	0·02	0·02	0·04	1st half	143A (c)
0·02	0·03	0·02	0·03	0·09	0·06	...	0·08	0·04	0·05	0·04	0·03	0·04	2nd „	
0·15	0·12	0·18	0·19	0·33	0·09	0·05	0·15	0·21	0·09	0·19	0·17	0·08	1st half	144c
0·34	0·12	0·34	0·23	0·69	0·08	0·08	0·17	0·27	0·10	0·10	0·08	0·16	2nd „	
2·84	1·33	1·42	2·77	2·89	3·47	1·74	3·01	1·76	1·84	2·69	2·53	3·33	1st half	145c
3·36	1·51	1·67	2·46	3·06	3·15	1·63	3·35	1·88	1·74	2·66	2·15	3·55	2nd „	
185·50	166·14	165·55	164·06	176·77	189·77	128·05	194·34	152·48	...	171·97	159·64	177·42	1st half	†
180·64	162·16	184·29	143·45	182·09	190·68	131·28	210·55	148·89	...	180·82	143·78	172·09	2nd „	
...	...	...	...	...	...	...	...	...	345·37	...	...	...	1st half	
...	...	...	...	...	...	...	...	...	355·17	...	...	...	2nd „	
Wagon Expenses.														
0·23	0·26	0·15	0·24	0·32	0·20	0·14	0·27	0·27	0·25	0·13	0·08	0·26	1st half	146a
0·20	0·17	0·15	0·18	0·30	0·21	0·31	0·30	0·29	0·28	0·11	0·06	0·29	2nd „	
0·88	0·65	0·27	0·84	1·06	0·93	0·55	0·54	0·38	0·53	0·42	0·27	0·50	1st half	147a
1·03	0·63	0·30	0·75	0·83	0·97	0·48	0·74	0·68	0·04	0·42	0·22	0·70	2nd „	
0·76	0·81	0·44	1·01	1·37	0·85	0·47	0·76	0·52	0·61	0·28	0·19	0·43	1st half	148a
1·04	0·61	0·35	0·92	1·03	1·00	0·33	1·11	0·45	0·02	0·33	0·18	0·81	2nd „	
0·04	0·07	0·01	0·02	0·06	0·01	0·01	0·04	0·01	0·15	0·02	0·02	0·05	1st half	148A (a)
0·07	0·05	0·01	0·02	0·04	0·03	...	0·06	0·04	0·05	0·02	0·01	0·06	2nd „	
0·42	0·34	0·23	0·35	0·22	0·24	0·22	0·31	0·24	0·25	0·18	0·12	0·16	1st half	149a
0·42	0·28	0·25	0·22	0·17	0·25	0·20	0·31	0·25	0·26	0·13	0·07	0·20	2nd „	
0·14	...	0·01	0·02	0·02	—0·04	...	0·05	0·05	0·04	0·01	...	...	1st half	150a
0·21	...	0·01	0·03	—0·02	—0·05	—0·01	0·05	0·03	0·02	0·01	...	0·03	2nd „	
2·47	2·13	1·11	2·48	3·05	2·19	1·39	1·97	1·47	1·83	1·04	0·68	1·40	1st half	151a
2·97	1·74	1·07	2·12	2·35	2·41	1·31	2·57	1·74	1·59	1·02	0·55	2·09	2nd „	
0·69	0·73	0·39	0·52	0·82	0·69	0·31	0·61	0·66	0·62	0·56	0·50	0·72	1st half	146b
0·56	0·50	0·37	0·42	0·81	0·67	0·58	0·75	0·72	0·59	0·58	0·41	0·79	2nd „	
8·45	7·36	2·04	6·12	11·33	6·24	3·88	3·00	2·51	4·23	3·67	2·80	2·81	1st half	147b
2·81	8·36	2·11	6·98	9·98	6·05	3·16	4·33	4·80	2·75	4·01	3·24	4·01	2nd „	
3·38	2·99	1·74	3·20	4·63	6·01	1·44	2·99	2·06	2·21	2·50	2·69	2·37	1st half	148b
2·85	2·11	1·23	2·64	3·57	6·58	0·86	4·87	1·69	1·79	3·65	2·35	4·13	2nd „	
0·12	0·20	0·02	0·03	0·13	0·02	0·02	0·08	0·03	0·44	0·10	0·10	0·14	1st half	148A (b)
0·20	0·13	0·02	0·04	0·10	0·12	0·01	0·15	0·10	0·12	0·12	0·09	0·16	2nd „	
1·27	0·95	0·58	0·80	0·57	0·83	0·47	0·71	0·61	0·60	0·78	0·76	0·44	1st half	149b
1·14	0·78	0·60	0·50	0·47	0·79	0·37	0·79	0·60	0·57	0·69	1·51	0·55	2nd „	
0·45	0·01	0·03	0·06	0·05	—0·13	0·01	0·10	0·12	0·07	0·02	0·02	...	1st half	150b
0·57	...	0·04	0·06	—0·07	—0·16	—0·03	0·11	0·07	0·03	0·04	0·01	0·07	2nd „	
7·51	5·94	2·86	5·49	7·79	7·54	2·98	4·50	3·65	4·56	4·55	4·18	3·89	1st half	151b
8·13	4·81	2·55	4·68	6·34	7·72	2·46	6·43	4·26	3·39	5·28	3·80	5·04	2nd „	

the Nizam's Guaranteed State railway, which uses Singareni coal.
all other items in the table being calculated upon the aggregate of both coaching and goods vehicle-mileages.
* Loss.

APPENDIX
STATISTICS OF INDIAN
WORKING

Half-years ended the 30th June and the 31st December 1899.

TABLE D.—

STANDARD

Progressive number.	Headings.	1899.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including Cawnpore-Burhwal (metre gauge link).	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked guaranteed com… XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
	PER TOTAL TRAIN-MILE.											
52a	General superintendence (including office expenses) . . . . *Annas*	1st half	0·55	0·74	1·03	0·71	0·56	0·62	1·29	1·10	0·48	0·60
		2nd ,,	0·57	0·69	0·95	0·72	0·65	0·79	1·06	1·10	0·51	0·55
53a	Station staff . . . . . ,,	1st half	2·30	2·37	2·19	1·60	2·32	2·11	4·88	2·53	2·30	3·07
		2nd ,,	2·17	2·62	1·95	1·69	2·49	2·34	5·60	2·31	2·42	3·10
54a	Train staff . . . ,,	1st half	0·05	0·63	0·63	0·58	0·76	(a) 0·69	0·93	0·71	1·44	0·59
		2nd ,,	0·96	0·55	0·61	0·57	0·79	0·70	0·88	0·67	1·44	0·59
55a	Fuel, lighting, water and general stores . . . . . . ,,	1st half	0·43	0·50	0·56	0·58	0·46	0·48	0·80	0·55	0·52	0·84
		2nd ,,	0·39	0·45	0·41	0·50	0·48	0·50	0·69	0·52	0·53	0·80
56a	Clothing . . . . . . ,,	1st half	0·03	0·09	0·07	0·03	0·04	0·08	0·08	0·19	0·04	0·09
		2nd ,,	0·05	0·06	0·04	0·02	0·11	0·06	0·06	0·19	0·02	0·12
57a	Printing, stationery and tickets . ,,	1st half	0·18	0·48	0·44	0·25	0·23	0·22	0·38	0·53	0·18	0·36
		2nd ,,	0·20	0·59	0·32	0·29	0·28	0·29	0·30	0·53	0·24	0·37
58a	Charges for delivery and collection of goods, etc. . . . . . ,,	1st half	0·01	...	0·01	...	...	0·01	0·09	0·01	0·02	...
		2nd ,,	0·01	...	0·01	...	...	0·01	0·08	0·05	0·02	...
59a	Miscellaneous expenses . . . ,,	1st half	0·04	0·02	...	0·03	0·01	...	0·04	...	0·02	0·02
		2nd ,,	0·02	−0·02	...	0·02	0·01	...	0·05	...	0·02	0·02
60a	Payments to other lines . ,,	1st half	0·05	0·22	0·37	0·42	0·11	0·13	0·03	0·15	0·07	0·22
		2nd ,,	0·05	0·22	0·37	0·48	0·09	0·20	0·02	0·14	0·06	0·23
61a	Other charges (net) . . . ,,	1st half	0·01	...	0·04	...	0·03	0·02	...	0·02	0·06	0·07
		2nd ,,	0·01	..	0·02	...	0·04	0·01	...	0·02	0·03	0·01
62a	Total traffic expenses . ,,	1st half	4·55	5·05	5·34	4·20	4·52	4·31	8·52	5·79	5·13	5·86
		2nd ,,	4·43	5·16	4·68	4·29	4·94	4·90	8·74	5·53	5·29	5·79
	PER CENT. ON TRAFFIC EARNINGS (*Abstracts H and I of Revenue Accounts.*)											
52b	General superintendence (including office expenses)† . . . *Per cent.*	1st half	0·78	1·91	1·61	1·29	0·91	1·21	2·18	2·18	0·73	0·60
		2nd ,,	0·83	1·65	1·78	1·31	1·12	1·62	1·42	2·73	0·94	0·61
53b	Station staff . . . . . ,,	1st half	3·25	6·19	3·41	2·92	3·75	4·08	8·25	5·06	3·48	3·07
		2nd ,,	3·17	6·20	3·64	3·09	4·29	4·77	7·43	5·72	4·53	3·41
54b	Train staff . . . . . ,,	1st half	1·35	1·65	0·99	1·06	1·23	(a) 1·35	1·58	1·41	2·18	0·59
		2nd ,,	1·39	1·07	1·12	1·04	1·37	1·42	1·16	1·67	2·69	0·65
55b	Fuel, lighting, water and general stores . . . . . . ,,	1st half	0·01	1·31	0·87	1·03	0·75	0·92	1·35	1·09	0·79	0·83
		2nd ,,	0·57	1·31	0·78	0·91	0·83	1·02	0·91	1·28	0·99	0·88
56b	Clothing . . . . . . ,,	1st half	0·05	0·23	0·10	0·05	0·06	0·15	0·12	0·38	0·06	0·09
		2nd ,,	0·07	0·13	0·07	0·03	0·18	0·12	0·09	0·47	0·05	0·14
57b	Printing, stationery and tickets ,,	1st half	0·25	1·24	0·69	0·46	0·38	0·42	0·65	1·06	0·28	0·36
		2nd ,,	0·29	1·40	0·60	0·53	0·48	0·58	0·39	1·31	0·45	0·40
58b	Charges for delivery and collection of goods, etc. . . . . . ,,	1st half	0·02	...	0·01	...	...	0·02	0·15	0·03	0·03	...
		2nd ,,	0·02	...	0·02	...	...	0·02	0·11	0·13	0·03	...
59b	Miscellaneous expenses . . . ,,	1st half	0·05	0·05	...	0·05	0·02	...	0·07	...	0·03	0·02
		2nd ,,	0·03	−0·05	...	0·05	0·01	...	0·07	0·01	0·03	0·02
60b	Payments to other lines . . . ,,	1st half	0·07	0·57	0·58	0·77	0·17	0·26	0·05	0·29	0·10	0·22
		2nd ,,	0·07	0·53	0·69	0·89	0·15	0·40	0·03	0·36	0·11	0·25
61b	Other charges (net) . . . . ,,	1st half	0·01	0·01	0·07	0·01	0·05	0·03	...	0·05	0·09	0·07
		2nd ,,	0·01	...	0·04	0·01	0·07	0·03	...	0·04	0·06	0·01
62b	Total traffic expenses . . . ,,	1st half	6·44	13·16	8·33	7·64	7·32	8·33	14·40	11·55	7·77	5·85
		2nd ,,	6·45	12·30	8·74	7·86	8·50	9·98	11·61	13·72	9·88	6·37
†	General superintendence per cent. on traffic earnings (including steam-boat) . . . . *Per cent.*	1st half	0·78	1·91	1·61	1·29	0·91	1·21	2·00	2·13	0·73	0·60
		2nd ,,	0·83	1·65	1·78	1·31	1·12	1·62	1·36	2·69	0·94	0·61

(a) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES—*continued.*

TRAFFIC EXPENSES.

Half-years ended the 30th June and the 31st December 1899.

GAUGE.		METRE GAUGE.												
BY COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.				
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharlla (2′ 6″ gauge) branch.	LVI. Rohilkund and Kumaon railway system.	LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhávnagar-Gondal-Junágarh-Porbandar railway system.	1899.	Progressive number.
0·94	0·87	0·57	0·71	0·92	0·52	1·17	0·66	0·89	0·67	0·50	0·33	0·03	1st half	152a
0·84	0·73	0·60	0·62	0·86	0·56	1·16	0·69	0·84	0·83	0·46	0·25	1·03	2nd ,,	
2·44	2·03	1·23	1·98	1·90	1·63	2·37	2·60	2·59	1·38	1·12	1·56	2·77	1st half	153a
2·30	1·78	1·37	1·72	1·70	1·75	2·64	2·63	2·59	1·49	1·20	1·40	2·97	2nd ,,	
0·74	0·85	0·46	0·66	0·69	0·40	0·59	0·71	0·54	0·35	0·18	0·11	0·41	1st half	154a
0·68	0·73	0·47	0·57	0·66	0·43	0·61	0·66	0·55	0·38	0·18	0·09	0·43	2nd ,,	
0·45	0·45	0·32	0·50	0·61	0·44	0·51	0·51	0·41	0·33	0·29	0·26	0·66	1st half	155a
0·43	0·39	0·33	0·35	0·56	0·40	0·67	0·55	0·37	0·40	0·27	0·19	0·59	2nd ,,	
0·09	0·05	0·04	0·06	0·09	0·03	0·18	0·06	0·03	0·03	...	...	0·03	1st half	156a
0·07	0·04	0·03	0·05	0·10	...	0·02	0·04	0·02	0·04	...	...	0·01	2nd ,,	
0·47	0·28	0·19	0·26	0·29	0·53	0·30	0·37	0·28	0·27	0·31	0·23	0·42	1st half	157a
0·44	0·34	0·23	0·22	0·31	0·49	0·64	0·35	0·22	0·23	0·29	0·21	0·43	2nd ,,	
0·02	...	0·10	...	...	...	...	...	...	...	...	...	...	1st half	158a
0·02	...	0·17	...	...	...	...	...	...	...	...	...	...	2nd ,,	
0·04	0·03	0·02	0·02	0·05	0·01	...	0·03	0·01	0·03	0·01	0·01	0·01	1st half	159a
0·04	0·03	0·04	0·02	0·03	0·01	0·03	0·02	0·01	0·04	0·01	...	0·01	2nd ,,	
0·10	0·38	...	0·15	0·27	0·08	...	...	...	0·50	0·05	...	0·22	1st half	160a
0·06	0·27	0·04	0·15	0·23	0·08	...	...	...	0·38	0·06	...	0·22	2nd ,,	
0·06	...	0·05	0·01	...	...	...	0·02	0·19	...	...	...	0·01	1st half	161a
0·08	...	0·09	0·01	0·02	*−0·07*	...	0·04	0·35	...	...	...	0·02	2nd ,,	
5·35	4·95	2·98	4·35	4·91	3·69	5·12	4·95	4·94	3·56	2·46	2·50	5·46	1st half	162a
4·96	4·31	3·37	3·71	4·47	3·71	5·77	4·98	4·95	3·79	2·47	2·15	5·79	2nd ,,	
1·57	1·21	1·34	1·09	2·12	1·33	2·87	1·33	1·98	1·55	0·83	0·87	1·57	1st half	152b
1·29	1·01	1·69	1·07	2·22	1·33	2·78	1·57	1·53	2·02	0·77	0·85	1·90	2nd ,,	
4·07	2·80	2·91	3·06	4·53	4·24	5·81	5·28	5·78	3·21	1·85	4·19	4·09	1st half	153b
3·56	2·47	3·85	2·96	4·39	4·16	6·33	5·96	4·71	3·65	1·99	4·71	5·52	2nd ,,	
1·24	1·17	1·08	1·02	1·57	1·01	1·45	1·46	1·20	0·82	0·29	0·30	0·70	1st half	154b
1·06	1·02	1·32	0·99	1·71	1·02	1·46	1·50	1·01	0·94	0·29	0·32	0·79	2nd ,,	
0·75	0·62	0·75	0·78	1·39	1·11	1·25	1·04	0·91	0·75	0·49	0·69	1·11	1st half	155b
0·67	0·53	0·94	0·61	1·45	0·96	1·60	1·24	0·67	0·97	0·44	0·63	1·10	2nd ,,	
0·14	0·08	0·08	0·10	0·19	0·08	0·44	0·12	0·08	0·07	...	...	0·04	1st half	156b
0·10	0·06	0·08	0·08	0·25	...	0·05	0·10	0·04	0·10	...	...	0·17	2nd ,,	
0·78	0·38	0·44	0·40	0·67	1·34	0·74	0·75	0·63	0·64	0·51	0·62	0·71	1st half	157b
0·68	0·47	0·65	0·38	0·79	1·15	1·54	0·78	0·39	0·57	0·47	0·70	0·79	2nd ,,	
0·03	...	0·25	...	...	...	...	...	...	...	...	...	...	1st half	158b
0·04	...	0·48	...	...	...	...	...	...	...	...	...	...	2nd ,,	
0·07	0·04	0·04	0·03	0·11	0·03	...	0·04	0·01	0·07	0·01	0·03	0·02	1st half	159b
0·06	0·03	0·12	0·04	0·09	0·03	0·06	0·05	0·01	0·09	0·01	0·01	0·03	2nd ,,	
0·17	0·53	0·01	0·24	0·62	0·19	...	...	...	1·17	0·09	...	0·38	1st half	160b
0·09	0·38	0·10	0·26	0·61	0·18	...	...	...	1·93	0·09	...	0·41	2nd ,,	
0·10	...	0·12	0·01	...	*−0·01*	0·01	0·04	0·42	.	...	...	0·02	1st half	161b
0·11	...	0·24	0·01	0·04	*−0·02*	0·01	0·08	0·64	...	...	...	0·03	2nd ,,	
8·92	6·83	7·02	6·73	11·20	9·32	12·57	10·06	11·01	8·28	4·07	6·70	9·24	1st half	162b
7·66	5·97	9·47	6·40	11·55	8·81	13·83	11·28	9·00	9·27	4·07	7·21	10·74	2nd ,,	
1·57	1·21	1·23	1·09	2·12	1·33	2·87	1·33	1·80	1·55	0·83	0·87	1·57	1st half	†
1·29	1·01	1·57	1·07	2·22	1·33	2·78	1·56	1·41	2·02	0·77	0·85	1·90	2nd ,,	

APPENDIX

STATISTICS OF INDIAN

WORKING

Half-years ended the 30th June and the 31st December 1899.

Table E.—General

Progressive number.	Headings.	1899.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including the Cawnpore-Burhwal (metre gauge link)	XIV. Eastern Bengal.	XVI. East Coast.	STANDARD LINES WORKED BY GUARANTEED COM[PANIES] XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
	PER TOTAL TRAIN-MILE.											
163a	Home expenditure . . *Annas*	1st half	(a)0·35	1·64	1·54	(a)0·91	0·07	0·08	0·14	...	0·15	0·25
		2nd „	(a)0·33	1·40	1·25	(a)0·90	...	...	...	...	0·16	0·33
164a	Agent's office—salaries and expenses „	1st half	0·12	1·09	0·49	0·33	0·18	0·22	0·37	0·55	0·17	0·19
		2nd „	0·11	0·95	0·42	0·35	0·18	0·26	0·33	0·45	0·18	0·17
165a	Audit, accounts, and pay office „ „	1st half	0·49	1·21	1·09	0·84	0·56	0·73	0·82	1·42	0·55	0·80
		2nd „	0·48	1·15	0·97	0·90	0·62	0·83	0·73	1·25	0·59	0·77
166a	Stores department „ „	1st half	0·20	0·16	0·25	0·29	0·15	0·16	0·10	0·41	0·19	0·36
		2nd „	0·16	0·12	0·23	0·31	0·18	0·19	0·08	0·37	0·18	0·36
167a	Medical „ „ „	1st half	0·14	0·10	0·21	0·11	0·11	0·11	0·20	0·22	0·12	0·17
		2nd „	0·13	0·08	0·19	0·12	0·12	0·13	0·18	0·22	0·12	0·18
168a	Rents and miscellaneous „ „	1st half	0·20	0·60	0·33	0·29	0·16	0·14	0·26	0·25	0·11	0·24
		2nd „	0·20	0·59	0·30	0·33	0·14	0·15	0·17	0·39	0·13	0·20
169a	Police . . . . . . „	1st half	0·21	0·33	0·26	0·27	0·17	0·15	0·15	0·18	0·25	0·35
		2nd „	0·18	0·24	0·24	0·30	0·20	0·17	0·14	0·16	0·27	0·37
170a	Advertising . . . . . „	1st half	0·01	0·04	0·05	0·01	0·01	0·01	0·02	0·07	0·01	0·01
		2nd „	0·01	0·07	0·02	0·02	0·01	0·01	0·04	0·05	0·01	0·01
171a	Electric telegraph . . . . „	1st half	0·55	0·82	1·16	0·71	0·66	0·65	0·93	1·33	0·48	0·67
		2nd „	0·56	0·71	1·14	0·72	0·75	0·73	0·85	1·20	0·54	0·64
172a	Other charges (net) . . . . „	1st half	...	...	...	...	0·01	0·02	...	0·01	0·09	0·11
		2nd „	0·01	...	...	...	0·01	0·01	...	0·01	0·09	0·02
173a	Total general charges . . . „	1st half	2·27	5·99	5·38	3·76	2·08	2·27	2·99	4·44	2·12	3·15
		2nd „	2·17	5·31	4·76	3·95	2·21	2·48	2·52	4·10	2·27	3·05
	PER CENT. ON TOTAL EARNINGS.											
163b	Home expenditure . . . *Per cent.*	1st half	(a)0·49	3·65	2·21	(a) 1·63	0·11	0·14	0·25	...	0·23	0·24
		2nd „	(a)0·47	3·17	2·23	(a) 1·60	...	...	...	...	0·30	0·36
164b	Agent's office—salaries and expenses „	1st half	0·17	2·43	0·71	0·59	0·28	0·39	0·65	1·06	0·26	0·18
		2nd „	0·16	2·17	0·75	0·62	0·30	0·47	0·47	1·06	0·33	0·18
165b	Audit, accounts, and pay office „ „	1st half	0·68	2·70	1·56	1·49	0·89	1·32	1·45	2·72	0·83	0·79
		2nd „	0·68	2·60	1·72	1·62	1·02	1·46	1·05	2·99	1·08	0·83
166b	Stores department „ „	1st half	0·28	0·34	0·36	0·52	0·24	0·29	0·17	0·79	0·28	0·35
		2nd „	0·23	0·26	0·42	0·56	0·30	0·34	0·12	0·88	0·33	0·39
167b	Medical „ „ „	1st half	0·19	0·23	0·29	0·19	0·18	0·20	0·36	0·43	0·18	0·17
		2nd „	0·19	0·19	0·34	0·22	0·21	0·22	0·25	0·52	0·21	0·20
168b	Rents and miscellaneous „ „	1st half	0·28	1·35	0·48	0·51	0·26	0·26	0·46	0·48	0·17	0·23
		2nd „	0·29	1·34	0·54	0·58	0·24	0·27	0·23	0·92	0·24	0·21
169b	Police . . . . . . „	1st half	0·29	0·74	0·38	0·48	0·27	0·26	0·27	0·34	0·37	0·34
		2nd „	0·26	0·54	0·42	0·54	0·32	0·30	0·20	0·39	0·50	0·40
170b	Advertising . . . . . „	1st half	0·01	0·09	0·07	0·02	0·01	0·02	0·03	0·13	0·01	0·01
		2nd „	0·01	0·16	0·03	0·03	0·02	0·02	0·06	0·12	0·03	0·01
171b	Electric telegraph . . . . „	1st half	0·76	1·82	1·68	1·27	1·05	1·16	1·64	2·56	0·72	0·65
		2nd „	0·81	1·61	2·02	1·29	1·26	1·29	1·21	2·89	0·99	0·69
172b	Other charges (net) . . . . „	1st half	0·01	...	0·01	...	0·01	0·04	...	0·03	0·13	0·11
		2nd „	0·01	...	0·01	...	0·01	0·02	...	0·02	0·17	0·02
173b	Total general charges . . . . „	1st half	3·16	13·35	7·75	6·70	3·30	4·08	5·28	8·54	3·18	3·07
		2nd „	3·11	12·04	8·48	7·06	3·68	4·39	3·59	9·79	4·18	3·29
									Table G.—Special and Miscellaneous			
	PER CENT. ON GROSS EARNINGS.											
174	Law charges . . . *Per cent.*	1st half	0·05	0·12	...	...	...	...	0·01	0.01	0·05	0·02
		2nd „	0·03	0·13	...	...	...	...	0·03	0·02	0·01	0·07
175	Compensation . . . . . „	1st half	0·08	0·18	0·01	0·08	0·06	0·03	0·52	0·02	0·08	0·07
		2nd „	0·13	0·11	0·01	0·07	0·01	0·02	0·31	0·02	0·05	0·14
176	Rates and taxes . . . . . „	1st half	0·13	0·23	0·01	0·01	0·14	0·02	0·23	0·19	0·16	0·26
		2nd „	0·14	0·30	0·02	0·01	0·10	0·05	0·18	0·21	0·23	0·25
177	Payments to other lines . . . „	1st half	1·96	3·89	0·87	2·46	0·44	2·29	...	0·90	1·46	0·27
		2nd „	0·85	2·36	1·00	2·59	0·40	0·99	0·83	0·08	1·50	0·33
178	Other charges (net) . . . . „	1st half	0·25	0·39	0·64	0·67	0·80	0·62	0·90	0·69	0·50	0·52
		2nd „	0·10	0·43	1·02	1·18	0·96	0·86	0·89	1·07	0·35	0·16
179	Total special and miscellaneous expenses . . . . . „	1st half	2·47	4·81	1·53	3·22	1·44	2·96	1·66	1·80	2·25	1·14
		2nd „	1·25	3·32	2·05	3·85	1·47	1·92	2·24	1·38	2·14	0·95

(a) Including cost of Government controlling establishment.

A—continued.

RAILWAYS—(Part II) —*continued.*

EXPENSES —*concluded.*

CHARGES.

Half-years ended the 30th June and the 31st December 1899.

GAUGE.		METRE GAUGE.												
BY PANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1899.	Progressive number.
XIX. Madras railway system.	XXXI. The Nizam's Guarrnteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kannia-Dharlla (2'6" gauge) branch.	LVI. Rohilkund and Kumaon railway system.	LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
0·47	0·81	(a)0·53	0·53	1·12	(a)0·77	1·79	0·84		(a)0·93	...	...	0·19	1st half .	163a
0·45	0·78	(a)0·61	0·47	1·07	(a)0·82	2·03	1·04		(a)1·02	...	...	0·20	2nd „ .	
0·35	0·44	0·11	0·15	0·33	0·21	1·15	0·31		0·39	...	...	0·62	1st half .	164a
0·32	0·37	0·14	0·13	0·27	0·21	1·18	0·38		0·49	...	...	0·72	2nd „ .	
0·91	1·32	0·67	0·52	0·99	0·66	2·31	0·68		0·88	0·92	0·59	1·44	1st half .	165a
0·86	1·19	0·72	0·49	0·85	0·71	2·47	0·62		0·96	0·92	0·49	1·03	2nd „ .	
0·15	0·25	0·05	0·22	0·26	0·19	0·58	0·18		0·23	0·11	0·07	0·29	1st half .	166a
0·14	0·17	0·11	0·19	0·23	0·20	0·04	0·18		0·26	0·11	0·06	0·33	2nd „ .	
0·20	0·27	0·07	0·16	0·20	0·14	0·53	0·13		0·09	0·05	0·03	0·36	1st half .	167a
0·19	0·21	0·08	0·13	0·16	0·14	0·72	0·16		0·09	0·06	0·02	0·42	2nd „ .	
0·12	0·53	0·12	0·19	0·23	0·15	0·17	0·18		0·24	0·03	0·08	0·38	1st half .	168a
0·10	0·41	0·17	0·14	0·18	0·15	0·25	0·20		0·55	0·03	0·08	0·33	2nd „ .	
0·24	0·54	0·24	0·35	0·54	0·20	0·36	0·54		0·34	0·02	0·05	0·91	1st half .	169a
0·25	0·51	0·23	0·29	0·44	0·26	0·39	0·35		0·38	0·01	0·05	0·92	2nd „ .	
0·04	0·02	0·01	...	0·02	0·01	0·02	0·01		0·01	...	...	0·01	1st half .	170a
0·03	0·02	0·01	...	0·01	0·01	0·01	0·02		0·01	...	...	...	2nd „ .	
0·87	0·68	0·59	0·97	1·21	0·54	1·35	0·79		0·70	0·54	0·36	1·03	1st half .	171a
0·93	0·58	0·68	0·80	1·00	0·57	1·44	0·82		0·78	0·53	0·32	1·14	2nd „ .	
0·19	...	...	...	...	...	...	0·01		...	...	...	...	1st half .	172a
0·20	...	...	...	...	...	...	0·01		...	...	...	...	2nd „ .	
3·54	4·86	2·39	3·09	4·89	2·87	8·26	3·67		3·81	1·67	1·18	5·23	1st half .	173a
3·47	4·24	2·75	2·64	4·21	3·07	9·13	3·78		4·54	1·66	1·02	5·09	2nd „ .	
0·77	1·10	(a)1·10	0·80	2·49	(a)1·92	4·26	1·71	Included with the standard gauge.	(a)1·95	...	...	0·31	1st half .	163b
0·68	1·04	(a)1·52	0·79	2·70	(a)1·92	4·72	2·29		(a)2·12	...	...	0·35	2nd „ .	
0·58	0·59	0·23	0·23	0·71	0·51	2·75	0·62		0·82	...	...	1·04	1st half .	164b
0·48	0·50	0·36	0·21	0·68	0·48	2·75	0·83		1·03	...	...	1·29	2nd „ .	
1·49	1·80	1·41	0·79	2·19	1·65	5·52	1·36		1·83	1·50	1·50	2·40	1st half .	165b
1·29	1·60	1·29	0·83	2·14	1·67	5·75	1·36		2·00	1·48	1·50	2·94	2nd „ .	
0·25	0·33	0·11	0·34	0·58	0·46	1·39	0·36		0·47	0·17	0·18	0·49	1st half .	166b
0·22	0·22	0·26	0·32	0·58	0·47	1·49	0·40		0·55	0·18	0·18	0·60	2nd „ .	
0·33	0·37	0·15	0·24	0·44	0·34	1·27	0·26		0·18	0·09	0·07	0·60	1st half .	167b
0·28	0·28	0·19	0·22	0·39	0·33	1·68	0·35		0·20	0·09	0·07	0·76	2nd „ .	
0·19	0·71	0·25	0·29	0·52	0·39	0·41	0·36		0·51	0·05	0·19	0·63	1st half .	168b
0·15	0·55	0·42	0·25	0·46	0·34	0·57	0·43		1·14	0·05	0·24	0·60	2nd „ .	
0·39	0·74	0·50	0·53	1·19	0·49	0·86	1·08		0·72	0·04	0·13	1·52	1st half .	169b
0·38	0·68	0·58	0·50	1·11	0·61	0·89	0·77		0·80	0·02	0·14	1·06	2nd „ .	
0·06	0·02	0·03	...	0·04	0·02	0·06	0·01		0·02	...	...	0·01	1st half .	170b
0·04	0·03	0·02	...	0·04	0·02	0·02	0·04		0·03	...	...	0·01	2nd „ .	
1·43	0·92	1·23	1·47	2·68	1·35	3·23	1·57		1·44	0·88	0·93	1·72	1st half .	171b
1·40	0·79	1·69	1·34	2·54	1·34	3·36	1·81		1·61	0·86	0·98	2·05	2nd „ .	
0·31	...	...	...	...	0·01	...	0·01		...	...	...	...	1st half .	172b
0·30	...	0·01	...	0·01	...	0·01	0·01		...	...	...	...	2nd „ .	
5·80	6·58	5·01	4·69	10·84	7·14	19·75	7·34		7·94	2·73	3·00	8·72	1st half .	173b
5·22	5·69	6·84	4·46	10·65	7·18	21·24	8·29		9·48	2·68	3·11	10·26	2nd „ .	
Expenses														
0·01	0·03	0·04	0·01	0·03	...	0·06	0·05		0·01	...	...	...	1st half .	174
...	0·02	0·03	...	0·01	...	0·07	...		0·02	...	...	...	2nd „ .	
0·08	0·06	0·14	0·06	0·03	0·02	0·11	...		0·05	...	0·01	0·01	1st half .	175
0·09	0·07	0·16	0·02	0·08	0·02	0·44	0·05		0·10	...	0,04	0·05	2nd „ .	
0·22	...	0·04	0·04	0·01	0·36	0·34	0·29		...	...	...	0·01	1st half .	176
0·21	...	0·05	0·02	0·14	0·08	0·21	0·42		0·01	...	...	0·01	2nd „ .	
0·11	0·51	2·26	0·04	0·16	0·48	...	...		0·12	2·98	1·51	0·12	1st half .	177
...	0·63	0·60	0·63	0·40	0·12	...	...		0·15	4·70	3·38	0·14	2nd „ .	
0·63	0·90	1·41	0·73	1·85	0·37	0·52	0·68		6·15	0·15	0·19	1·08	1st half .	178
0·63	0·64	3·71	0·64	1·55	0·92	0·48	0·81		6·15	0·16	0·21	1·05	2nd „ .	
1·05	1·50	3·89	0·88	2·08	1·23	1·03	1·02		6·33	3·13	1·71	1·22	1st half .	179
0·93	1·36	4·55	1·31	2·16	1·18	1·20	1·28		6·43	4·92	3·61	1·25	2nd „ .	

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1899.

EXTRACT FROM TABLES PRINTED

STANDARD

Progressive number.	Headings.	1899.	State lines worked by companies.				State lines worked by the State.				Lines worked guaranteed com	
			I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand.	XIV. Eastern Bengal.	XVI. East Coast.	XVII. Great Indian Peninsula railway system.	XVIII. Bombay, Baroda and Central India railway system.
	From Appendix I.											
180	Average number of locomotives on the line . . . . . . No.	1st half	663	23	114	132	498	167	104	71	605	171
		2nd „	736	27	132	132	504	164	113	74	605	172
181	Average miles run per locomotive per diem . . . . . . Miles	1st half	74·25	54·07	58·82	56·19	58·45	60·27	68·56	59·12	50·89	58·70
		2nd „	68·41	116·67	56·25	53·55	53·60	58·49	70·61	64·69	46·67	58·22
	lbs. coal per engine-mile (coal-burning engines)—											
182	Coaching . . . . . lbs.	1st half										48·02
		2nd „										45·92
183	Goods . . . . . . „	1st half	51·17	35·13	44·21	49·94	41·42	35·37	31·25	41·02	42·00	54·26
		2nd „	50·48	37·99	47·24	47·85	42·48	33·77	32·61	45·72	41·00	49·45
184	Mixed . . . . . . „	1st half										54·85
		2nd „										45 83
	lbs. wood per engine-mile (wood-burning engines)—											
185	Coaching . . . . . lbs.	1st half	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...
186	Goods . . . . . . „	1st half	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...
187	Mixed . . . . . . „	1st half	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...
	Average gross weight of trains—											
188	Coaching . . . . . Tons	1st half	184·76	139·13	130·79	134·34	225·58	187·89	200·20	159·77	151·86	153·55
		2nd „	177·54	152·31	141·86	137·56	220·15	181·90	180·02	259·17	151·73	160·32
189	Goods . . . . . . „	1st half	424·98	149·84	337·31	443·02	348·59	302·22	456·98	116·81	320·68	482·36
		2nd „	414·88	143·15	337·32	433·22	327·18	288·16	477·35	143·57	307·51	468·65
190	Mixed . . . . . . „	1st half	224·16	192·65	359·12	223·37	283·66	238·79	236·28	265·70	...	196·82
		2nd „	222·36	274·15	364·38	255·99	269·91	214·01	211·68	241·75	...	199·04
	Average through speed of trains—											
191	Coaching . . . Miles per hour	1st half	(a) 20·00	18·00	27·36	26·62	21·68	29·53	18·22	15·83	23·66	20·71
		2nd „	(b) 18·80	16·00	23·68	26·62	21·56	29·74	18·22	17·33	22 87	20·84
192	Goods . . . . „	1st half	(c) 11·00	11·00	10·73	10·99	11·97	8·97	11·98	11·29	11·35	10·17
		2nd „	(d) 11·20	12·00	10·74	10·99	11·93	9·48	11·98	10·57	10·68	10·11
193	Mixed . . . . „	1st half	18·00	14·00	12·70	16·33	14·79	13·96	13·77	13·66	15·44	15·78
		2nd „	18·00	14·00	13·04	16·33	14·92	15 87	13·77	13·42	15·35	15·36
	From Appendix II.											
194	Average mileage *per diem* of coaching vehicles, including brakes . Miles	1st half	238,002	10,266	43,126	44,170	194,693	66,857	41,900	30,589	144,182	61,006
		2nd „	235,363	10,177	46,655	44,330	198,163	65,529	43,708	37,166	149,607	64,209
195	Goods ditto ditto . „	1st half	766,040	5,467	99,755	98,676	439,861	121,800	56,299	40,810	407,980	174,544
		2nd „	767,109	11,047	120,501	93,630	345,918	105,060	106,532	38,064	331,980	175,693
	Average lead of passengers . Miles	1st half	58·61	23·07	57·71	70·12	51·26(e)	43·96	25·75	39·97	31·39	18·85
		2nd „	61·30	22·82	64·32	68·62	50·58(e)	42·41	25·11	38·10	33·39	19·47
	Average lead of goods „	1st half	205·82	62·85	118·29	143·61	205·50(e)	101·26	98·18	104·86	260·35	130·52
		2nd „	207·94	73·82	128·49	177·99	169·00(e)	105·41	81·91	114·41	236·54	149·12
	Total tonnage of goods lifted Tons	1st half	4,441,747	60,811	912,421	589,983	2,365,616(e)	1,149,188	510,393	448,455	1,636,681	1,389,674
		2nd „	4,504,451	79,267	938,766	410,460	2,319,661(e)	824,728	1,053,684	403,497	1,346,808	1,037,364

(a) Passenger trains. The average through speed of mail trains is 33·30 miles per hour.
(b) Passenger trains. The average through speed of mail trains is 32·80 miles per hour.
(c) The through speed of express goods trains is 17·00 miles per hour.
(d) The through speed of express goods trains is 16·80 miles per hour.
(e) Entire system.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

AS APPENDICES TO THE ANALYSES.

Half-years ended the 30th June and the 31st December 1899.

GAUGE.		METRE GAUGE.												
BY PANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1899.	Progressive number.
XIX. Madras railway system.	XXXI. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharla (2' 6" gauge) branch.	LVI. Rohilkund and Kumaon railway system.	LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
161	48	151	420	181	206	44	148	98	26	17		33	1st half	180
167	52	149	421	186	203	41	155	97	26	17		32	2nd „	
53·59	58·41	60·86	44·37	45·44	53·69	46·33	68·29	65·25	78·25	92·94		60·97	1st half	181
55·17	64·59	60·45	52·48	51·46	51·19	46·25	61·08	69·71	70·16	94·54		53·60	2nd „	
	39·70		33·66		26·75		32·63		...				1st half	182
	43·80		29·67		29·95		33·84		...				2nd „	
43·36	59·15	27·80	33·46	30·10	27·91	26·02	27·67	21·84	...	33·61	22·58	27·49	1st half	183
43·36	60·89	28·57	32·50	31·05	27·62	30·23	28·70	21·96	...	35·54	19·91	26·97	2nd „	
	56·65		23·24		27·39		35·26		...				1st half	184
	58·76		23·73		26·59		36·57		...				2nd „	
...	...	...	...	...	...	...	...	...		...	...	...	1st half	185
...	...	...	...	...	...	...	...	...		...	...	...	2nd „	
...	...	...	...	...	...	...	...	...	50·42	...	...	...	1st half	186
...	...	...	...	...	...	...	...	...	46·71	...	...	...	2nd „	
...	...	...	...	...	...	...	...	...		...	...	...	1st half	187
...	...	...	...	...	...	...	...	...		...	...	...	2nd „	
129·79	128·50	140·90	108·16	94·49	60·65	193·50	115·29	113·16	(g)	98·52	114·09	63·15	1st half	188
131·01	132·33	134·60	103·59	90·46	65·02	120·93	101·51	110·72	(g)	75·08	...	65·36	2nd „	
*325·90	309·86	169.48	228·62	268·72	98·45	152·78	205·82	194·00	(g)	190·84	134·42	159·38	1st half	189
317·89	365·15	152·72	225·73	272·20	90·77	179·20	164·34	212·41	(g)	181·73	125·02	164·11	2nd „	
274·13	375·51	162·20	140·17	210·15	203·84	201·88	159·18	141·55	(g)	132·85	78·40	127·34	1st half	190
288·56	354·79	147·74	135·80	214·16	228·08	190·39	166·84	140·96	(g)	120·92	71·28	126·02	2nd „	
19·91	22·86	15·20	19·22	16·31	18·00	...	16·23	17·45	...	...	...	20·25	1st half	191
19·91	22·86	15·40	19·22	16·31	18·00	...	18·32	17·45	10·63	...	...	20·25	2nd „	
12·26	10·28	11·00	9·65	8·30	9·50	...	11·02	11·17	10·66	10·71	11·53	10·93	1st half	192
12·26	10·28	9·50	9·65	8·30	9·50	...	11·28	11·17	12·80	10·02	11·62	10·93	2nd „	
11·17	13·57	12·15	14·73	12·81	12·00	12·85	13·70	12·90	12·19	12·40	12·37	12·29	1st half	193
11·17	13·57	11·50	14·73	12·81	12·00	12·58	13·36	12·90	...	12·43	12·89	12·29	2nd „	
44,095	13,415	65,405	137,766	42,530	89,404	15,519	95,169	46,941	12,959	9,636	1,161	20,302	1st half	194
45,640	12,816	66,491	134,129	44,623	90,944	15,337	82,702	46,334	13,324	9,403	1,017	17,151	2nd „	
104,409	46,835	118,304	318,888	121,780	93,860	35,689	134,196	78,169	25,849	22,154	2,077	20,633	1st half	195
116,128	60,799	103,195	447,919	152,524	85,263	38,017	110,534	87,956	21,483	25,875	2,638	19,572	2nd „	
27·96	49·53	33·71	48·58	45·36	(f) 30·44	35·60	30·25	36·33	34·75	57·48	37·87	34·90	1st half	
31·02	49·77	33·53	49·65	43·16	(f) 31·38	36·23	25·13	36·05	34·06	56·59	36·83	34·27	2nd „	
98·16	135·99	125·17	203·30	135·56	(f) 67·86	62·87	112·69	129·52	65·53	105·88	41·27	56·71	1st half	
103·89	140·49	105·52	231·88	171·63	(f) 58·16	81·91	115·07	98·34	73·02	105·66	40·21	53·42	2nd „	
733,816	406,253	*663,062	1,105,472	573,412	(f) 680,903	249,967	590,083	283,769	201,266	129,025	25,015	154,900	1st half	
838,573	468,905	634,317	1,245,338	519,979	(f) 783,701	221,785	497,524	425,491	171,098	148,436	30,742	160,968	2nd „	

(f) Excluding the Pondicherry and Káraikkal-Peralam railways
(g) Information not furnished.

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1899.

EXTRACT FROM TABLE PRINTED

STANDARD

Progressive number.	HEADINGS.	1899.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nagpur.	IV. Indian Midland only.	State lines worked by the State. XI. North Western railway system.	XIII. Oudh and Rohilkhand.	XV. Eastern Bengal only.	XVII. East Coast.	Lines worked by guaranteed companies. XIX. Great Indian Peninsula only.	XX. Bombay, Baroda and Central India only.	XXI. Madras railway system.
	FROM APPENDIX V.												
	Average age of sleepers—												
196	Wood . . Years	1st half	10·47	(b) 12·21	(b) 4·03	15·50	(b) 7·25	8·00	(b) 8·00	(b) 3·30	(e)	(f) 8·94	(g) 8·63
		2nd „	10·62	(b) 12·35	(b) 4·29	16·00	(b) 7·52	8·45	(b) 8·00	(b) 3·77	(e)	(f) 8·21	(g) 8·86
197	Iron . . . „	1st half	(a) 9·55	...	(c) 9·26	9·25	(d) 12·12	(d) 16·36	(d) 6·50	(c) 5·45	(e)	16·53	27·35
		2nd „	(a) 9·81	...	(c) 7·18	9·75	(d) 12·51	(d) 16·40	(d) 7·00	(c) 5·94	(e)	15·16	27·80
	Percentage of removals—												
198	Wood . Per cent.	1st half	3·11	(b) 3·54	(b) 1·57	10·82	(b) 3·74	1·33	(b) 12·68	(b) 0·74	9·39	(f) 2·37	(g) 3·26
		2nd „	3·56	(b) 2·83	(b) 2·97	1·04	(b) 1·88	0·41	(b) 4·67	(b) 0·52	8·55	(f) 7·08	(g) 2·32
199	Iron . . . „	1st half	(a) 1·27	...	(c) 0·42	0·04	(d) 2·40	(d) 1·00	(d) 3·13	...	0·93	1·99	0·11
		2nd „	(a) 1·20	...	(c) 0·19	0·86	(d) 2·93	(d) 2·25	(d) 0·36	(c) 0·03	0·94	1·89	0·11

(a) "Denham-Olpherts'" iron sleepers only.
(b) Excluding longitudinal sleepers.
(c) Steel sleepers.
(d) Total iron and steel sleepers.
(e) Information not furnished.

A—*concluded.*

RAILWAYS—(Part II)—*concluded.*

AS APPENDIX TO THE ANALYSES—*concluded.*

Half-years ended the 30th June and the 31st December 1899.

GAUGE. Line owned by Native State and worked by Company. XXXI. The Nizam's Guaranteed State railway system.	METRE GAUGE. State lines worked by Companies. XXXIX. Bengal and North-Western. Tirhoot section.	XXXIX. Bengal and North-Western. Company's section.	XLI. Rajputana-Malwa only.	XLIII. Southern Mahratta railway system.	XLVI. South Indian only.	XLVIII. Assam-Bengal.	XLIX. Burma.	State line worked by the State. L. Eastern Bengal, including the Kanula-Dharlia (2' 6" gauge) branch.	Assisted Company. LVI. Rohilkund and Kumaon railway system.	Lines owned and worked by Native States. LXXII. Jodhpur-Bikaner. Jodhpur section.	LXXII. Jodhpur-Bikaner. Bikaner section.	LXXIV. Bhávnagar Gondal-Junágad Porbandar railway system.	1899.	Progressive number.
14·00	12·82	(*b*) 7·58	(*b*) 9·50	(*b*) 12·00	(*b*) 12·99	4·50	(*b*) 11·77	(*b*) 12·50	8·95	(*e*)	(*e*)	9·22	1st half	196
14·50	12·53	(*b*) 7·81	(*b*) 9·50	(*b*) 12·00	(*b*) 12·65	...	(*b*) 11·42	(*b*) 12·50	9·06	(*e*)	...	9·61	2nd „	
(*h*) 23·50	15·81	...	(*d*) 13·00	(*d*) 11·50	(*i*) 13·32	...	...	(*d*) 13·00	...	(*c*) 7·50	(*c*) 4·50	(*c*) 9·22	1st half	197
(*h*) 24·00	16·39	...	(*d*) 13·00	(*d*) 12·00	(*h*) 1375	...	...	(*d*) 13·50	...	(*c*) 8·00	(*c*) 5·00	(*c*) 9·72	2nd „	
7·14	4·50	(*b*) 0·58	(*b*) 6·27	(*b*) 0·72	(*b*) 4·10	0·05	(*b*) 1·74	(*b*) 4·18	2·75	(*e*)	(*e*)	0·64	1st half	198
1·02	5·06	(*b*) 0·74	(*b*) 5·54	(*b*) 2·32	(*b*) 7·07	1·05	(*b*) 0·79	(*b*) 0·30	2·48	(*e*)	0·01	1·22	2nd „	
(*h*) 0·75	0·02	...	(*d*) 28·30	(*d*) 0·19	(*i*) 0·18	...	...	(*d*) 0·48	...	(*c*) 0·05	...	(*c*) 0·16	1st half	199
(*h*) 0·71	2·96	...	(*d*) 0·57	(*d*) 0·45	(*h*) 0·13	...	...	(*d*) 0·28	...	(*c*) 0·01	...	(*c*) 0·04	2nd „	

(*f*) Excluding Adam's No. 2 creosoted sleepers.
(*g*) Excluding creosoted pine sleepers.
(*h*) Excluding pea-pod steel sleepers.
(*i*) Excluding Denham-Olpherts' cast iron sleepers.

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	MEAN MILEAGE WORKED, INCLUDING FOREIGN LINES WORKED OVER—MILES.					EARN			
							COACHING—RUPEES.			
		1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.
	STANDARD GAUGE.									
I	East Indian	1,905	1,919	1,923	1,926	(a) 1,971	1,85,46,434	1,88,18,457	1,83,68,990	1,90,91,774
II	Bengal Central	125	125	125	125	139	5,91,052	5,99,037	6,72,030	6,80,706
III	Bengal-Nágpur	862	862	862	925	1,151	15,21,190	15,94,951	13,95,906	13,62,462
IV	Indian Midland	819	942	945	976	(a) 1,107	21,37,837	24,02,340	23,93,364	24,37,401
XI	North Western State	2,636	2,741	3,037	3,409	(b) 3,511	1,20,60,626	1,14,46,387	1,28,29,073	1,26,63,081
XIII	Oudh and Rohilkhand State.	797	799	878	995	(c) 1,013	40,37,093	37,75,106	36,80,238	40,88,242
XIV	Eastern Bengal State	249	250	253	258	267	27,62,311	28,63,389	27,83,550	28,28,070
XVI	East Coast State	396	484	534	546	(d) 787	10,53,485	13,04,361	14,36,460	14,05,366
XVII	Great Indian Peninsula	1,490	1,490	1,491	1,491	(a) 1,491	97,99,477	96,19,496	77,89,154	70,50,427
XVIII	Bombay, Baroda and Central India.	461	461	461	461	461	53,43,524	56,33,398	43,44,591	37,10,984
XIX	Madras	839	839	839	839	843	47,44,822	45,82,105	45,37,518	40,13,141
XXXI	The Nizam's Guaranteed State.	355	355	355	355	(e) 355	9,11,303	9,44,010	8,81,461	8,43,679
	METRE GAUGE.									
XXXIX	Bengal and North-Western— Tirhoot section; Company's section	756	761	816	889	1049	23,59,924	22,21,280	23,36,747	24,57,896
XLI	Rajputana-Malwa	1,674	1,674	1,674	1,674	1,673	75,04,864	71,48,038	61,34,208	62,03,497
XLIII	Southern Mahratta	1,556	1,556	1,556	1,556	(a) 1,560	36,39,471	36,00,019	30,57,058	21,45,752
XLVI	South Indian	1,042	1,042	1,042	1,038	1,024	46,57,225	47,35,156	49,61,965	43,89,052
XLVIII	Assam-Bengal	65	169	301	291	413	92,374	3,86,076	5,39,843	7,37,620
XLIX	Burma	763	872	886	936	944	35,48,016	39,09,034	43,68,232	43,84,060
L	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 0″ gauge, branch); Dacca section	564	564	564	564	564	23,10,039	23,58,773	21,47,004	22,07,108
LVI	Rohilkund and Kumaon (Company's section) (f)	282	279	279	278	281	5,48,528	5,24,075	5,42,444	6,02,506
LXXII	Jodhpur-Bikaner—									
	Jodhpur section	320	320	320	320	358	5,04,146	5,15,654	4,81,902	4,76,983
	Bikaner section	43	43	43	68	90	39,192	42,544	38,862	43,866
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	334	334	334	446	334	9,64,905	9,84,044	8,51,723	7,22,481

B.

principal railways during the years 1895-1899.

INGS.								
	Goods—Rupees.						Classification Number.	Remarks.
1899.	1895.	1896.	1897.	1898.	1899.			
(a) 1,96,94,825	3,64,66,569	3,59,23,207	4,13,20,747	4,16,01,890	(a) 4,47,26,176	I	(a) Including branch lines worked.
6,93,483	3,46,123	3,24,500	3,86,189	2,53,870	3,38,338	II	(b) Including branch lines worked, but excluding 5·63 miles used for military traffic only.
21,52,487	47,50,331	42,64,420	42,32,727	48,04,497	63,63,627	III	
(a) 26,33,620	26,94,105	33,01,409	39,14,737	41,94,179	(a) 51,74,411	IV	(c) Including the Cawnpore-Burhwal (metre gauge link).
(a) 1,25,90,154	2,38,50,060	1,84,31,260	2,00,56,123	2,63,84,785	(a) 2,40,00,044	XI	
(c) 42,57,647	60,58,237	45,50,297	42,66,408	49,49,486	(c) 57,89,497	XIII	(d) Including 2·66 miles (laid on the mixed gauge) which is worked by the East Coast State railway and also worked over by the Southern Mahratta railway; but excluding 0·33 mile (metre gauge), which is worked over only by the Southern Mahratta railway.
30,30,047	53,74,400	56,06,271	57,21,060	54,25,399	55,10,933	XIV	
21,31,053	7,68,063	10,01,400	11,35,154	11,76,412	20,54,015	XVI	
(a) 82,11,223	2,36,07,088	2,43,89,684	2,02,93,641	2,74,61,611	(a) 2,72,15,866	XVII	(e) Including branch line worked, also 3·10 miles worked over twice by each train, and 0·89 mile of the East Coast State railway worked over.
47,30,820	1,19,18,571	1,01,87,587	95,45,841	1,15,92,181	1,23,51,472	XVIII	
35,45,366	62,81,644	60,82,372	66,89,163	64,91,273	67,46,970	XIX	
(a) 8,85,198	24,20,470	24,33,498	28,24,280	31,45,227	(a) 34,21,651	XXXI	
27,50,595	26,70,014	28,73,143	28,29,311	32,49,165	41,36,297	XXXIX	
64,20,355	1,55,00,469	1,21,31,353	1,18,84,987	1,43,95,522	1,79,11,809	XLI	
(a) 19,84,789	49,99,717	53,83,823	61,72,555	48,85,480	(a) 54,24,194	XLIII	
42,39,087	41,59,010	40,84,045	39,19,250	38,15,315	41,08,488	XLVI	
9,27,737	1,15,506	2,17,236	4,24,389	5,35,739	6,47,365	XLVIII	
43,08,061	30,93,930	35,47,852	41,76,612	44,52,693	43,00,009	XLIX	
22,35,200	31,12,194	33,79,199	31,49,460	32,94,995	36,93,874	L	
6,23,137	5,74,855	5,99,521	5,65,948	7,27,601	8,98,504	LVI	(f) Including the Lucknow-Bareilly section. This remark applies to all the entries relating to 1899 in the subsequent pages.
5,27,889	4,54,682	6,30,535	6,19,542	7,21,793	13,40,755	LXXII	
49,526	38,681	67,695	66,902	82,364	1,11,846		
8,18,818	9,38,267	9,47,005	9,00,077	9,15,118	9,79,892	LXXIV	

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	EARNINGS							
		STEAM-BOAT SERVICE—RUPEES.					SUNDRIES, INCLUDING ELECTRIC		
		1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.
	STANDARD GAUGE.								
I	East Indian	1,22,572	1,56,690	1,51,326	1,89,179	2,33,040	7,69,426	8,03,869	8,72,925
II	Bengal Central	...	...	...	...	...	10,216	9,639	79,980
III	Bengal-Nágpur	...	...	...	...	...	6,03,219	5,09,154	5,71,676
IV	Indian Midland	...	...	...	...	...	1,71,156	1,33,509	1,39,756
XI	North Western State	74,442	62,697	46,036	68,433	51,604	7,74,295	6,86,735	10,03,450
XIII	Oudh and Rohilkhand State.	...	...	...	...	...	1,99,549	3,71,673	5,69,209
XIV	Eastern Bengal State	1,92,629	20,430	23,824	6,072	26,479	2,63,697	3,03,062	4,06,955
XVI	East Coast State	42,987	43,612	66,744	68,592	74,101	39,716	56,050	2,18,930
XVII	Great Indian Peninsula	...	...	...	...	...	3,83,628	4,10,449	3,49,607
XVIII	Bombay, Baroda and Central India.	...	...	...	...	...	2,90,972	3,82,947	3,70,861
XIX	Madras	...	...	...	...	...	1,81,941	2,15,774	2,38,633
XXXI	The Nizam's Guaranteed State.	...	...	...	...	...	79,535	80,336	71,413
	METRE GAUGE.								
XXXIX	Bengal and North-Western—								
	Tirhoot section } Company's section }	4,34,774	4,69,662	5,81,873	5,05,916	5,81,354	1,95,967	2,22,982	2,45,895
XLI	Rajputana-Malwa	...	...	...	...	...	4,35,248	4,46,586	4,55,163
XLIII	Southern Mahratta	...	...	...	...	...	1,98,840	1,79,138	1,78,647
XLVI	South Indian	...	...	...	...	...	98,712	1,26,380	3,00,194
XLVIII	Assam-Bengal	...	...	...	...	152	6,546	15,474	26,408
XLIX	Burma	6,553	28,990	21,385	24,331	26,955	62,563	1,22,683	1,10,175
L	Eastern Bengal State—								
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch). } Dacca section }	4,38,495	4,92,900	4,71,183	4,64,538	5,47,766	55,974	57,647	59,197
LVI	Rohilkund and Kumaon (Company's section).	...	...	...	...	...	1,07,055	1,30,908	1,42,700
LXXII	Jodhpur-Bikaner—								
	Jodhpur section	...	...	...	...	...	15,910	18,276	21,214
	Bikaner section	...	...	...	...	...	8,665	10,488	11,246
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	...	...	...	...	...	49,049	49,827	69,840

B—*continued.*

principal railways during the years 1895-1899—continued.

—*concluded.*

Telegraph—Rupees. 1898.	Telegraph—Rupees. 1899.	Total—Rupees. 1895.	Total—Rupees. 1896.	Total—Rupees. 1897.	Total—Rupees. 1898.	Total—Rupees. 1899.	Classification Number.	Remarks.
8,34,786	(a) 8,53,399	5,59,05,001	5,57,02,223	6,07,13,988	6,17,17,629	(a) 6,55,07,440	I	(a) Including branch lines worked. (b) Including the Cawnpore-Burhwal (metre gauge link).
90,081	1,07,867	9,47,391	9,33,266	11,38,199	10,24,657	11,39,688	II	
7,12,234	5,57,345	68,74,740	63,68,525	62,00,309	68,79,193	90,73,459	III	
1,51,561	(a) 1,75,730	50,03,098	58,37,258	64,47,857	67,83,141	(a) 79,83,761	IV	
8,55,834	(a) 9,18,346	3,67,05,423	3,06,27,079	3,39,34,682	3,99,72,133	(a) 3,75,60,148	XI	
8,13,870	(b) 10,91,846	1,02,94,879	86,97,076	85,15,855	98,51,598	(b) 1,11,38,990	XIII	
4,01,743	4,85,062	85,93,037	87,93,152	89,35,389	86,81,284	90,52,521	XIV	
1,16,308	81,945	19,04,251	24,05,423	28,57,288	27,66,678	43,42,014	XVI	
3,65,458	(a) 3,82,341	3,37,90,193	3,44,19,629	2,84,32,402	3,48,77,496	(a) 3,58,09,430	XVII	
5,59,561	3,82,753	1,75,53,067	1,62,03,932	1,42,61,293	1,58,62,726	1,74,65,045	XVIII	
2,16,069	2,52,735	1,12,08,407	1,08,80,251	1,14,65,314	1,07,20,483	1,05,45,071	XIX	
87,767	(a) 1,15,524	34,11,308	34,57,844	37,77,154	40,76,673	(a) 44,22,373	XXXI	
2,63,053	3,01,423	56,60,679	57,87,067	59,93,826	64,76,030	77,69,669	XXXIX	
3,91,374	4,98,181	2,34,40,581	1,97,25,977	1,84,74,358	2,09,90,393	2,48,30,345	XLI	
1,39,035	(a) 1,78,487	88,38,028	91,62,980	94,08,260	71,70,269	(a) 75,87,470	XLIII	
2,63,214	1,26,886	89,14,947	89,45,581	91,81,409	84,67,581	84,74,461	XLVI	
34,765	44,393	2,14,426	6,18,786	9,90,640	13,08,124	16,19,647	XLVIII	
1,30,368	1,90,700	67,11,062	76,08,559	86,76,404	89,91,452	88,25,725	XLIX	
69,955	83,075	59,16,702	62,88,519	58,26,844	60,36,596	65,59,915	L	
1,66,289	2,16,052	12,30,438	12,54,504	12,51,092	14,96,396	17,37,783	LVI	
							LXXII	
23,951	31,453	9,74,738	.. 1,64,465	11,22,658	12,22,727	19,09,097		
11,243	13,167	86,538	1,20,727	1,17,010	1,37,473	1,74,539		
61,057	54,773	19,52,221	19,80,876	18,21,640	16,98,656	18,53,483	LXXIV	

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	EXPEN- Maintenance, per mile of track, including sidings—Rupees.					Locomotive. Total, per train-mile—Annas.					Cost of fuel, per train-mile—			
		1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.
	Standard Gauge.														
I	East Indian	1,723	1,681	1,571	1,544	(a) 1,874	6·75	6·90	5·95	6·74	(a) 6·86	0·91	0·83	0·82	0·88
II	Bengal Central	734	1,027	1,076	1,122	1,226	6·37	6·01	5·54	5·10	5·86	...	...	2·28	2·51
III	Bengal-Nágpur	906	928	840	927	979	8·92	10·28	7·96	8·32	8·23	1·40	1·35	1·14	1·16
IV	Indian Midland	772	653	644	707	(a) 791	10·95	11·56	11·70	11·43	(a) 11·77	3·37	3·93	4·06	3·88
XI	North Western State	1,835	1,709	1,621	1,536	(a) 1,237	12·34	11·89	11·79	11·80	(a) 12·58	5·12	4·49	4·62	4·57
XIII	Oudh and Rohilkhand State.	1,840	1,398	1,353	1,119	(b) 1,142	7·15	7·20	9·53	7·82	(c) 6·63	2·81	2·75	3·02	2·96
XIV	Eastern Bengal State	1,499	1,760	1,774	1,733	2,720	6·80	7·16	9·09	6·57	7·25	2·13	2·28	1·92	2·05
XVI	East Coast State	782	871	687	822	773	13·42	11·79	11·10	11·52	9·63	3·79	3·51	3·19	2·79
XVII	Great Indian Peninsula.	* 2,051	2,131	* 2,066	1,782	(a) 1,816	13·63	13·05	12·27	12·65	(a) 13·25	3·67	3·90	3·53	3·60
XVIII	Bombay, Baroda and Central India.	2,355	2,491	4,049	2,557	2,899	16·39	17·26	16·05	16·45	16·74	6·52	6·92	6·59	6·41
XIX	Madras	1,164	1,249	1,219	1,218	1,142	12·94	13·56	13·13	12·70	14·21	4·93	5·61	5·47	5·62
XXXI	The Nizam's Guaranteed State.	1,358	1,307	1,430	1,186	(a) 1,202	9·87	9·23	8·36	8·47	(a) 9·12	2·00	1·96	2·16	2·32
	Metre Gauge.														
XXXIX	Bengal and North-Western—														
	Tirhoot section } Company's section }	695	707	809	791	992	4·39	4·69	4·13	4·09	4·67	1·38	1·55	1·32	1·25
XLI	Rajputana-Malwa	848	895	984	1,013	1,359	10·18	10·29	9·81	9·22	9·79	4·16	4·07	4·08	3·81
XLIII	Southern Mahratta	767	688	698	694	(a) 694	8·58	7·71	7·42	9·08	(a) 9·14	2·42	2·32	2·22	2·26
XLVI	South Indian	955	915	960	764	687	8·96	8·54	7·84	8·15	8·45	3·86	3·75	3·39	3·27
XLVIII	Assam-Bengal	327	725	758	1,835	904	6·40	9·19	8·35	6·96	6·84	2·91	4·28	3·58	2·10
XLIX	Burma	1,155	1,253	1,205	1,182	1,124	10·36	9·28	8·75	9·11	9·90	3·82	3·39	2·97	3·08
L	Eastern Bengal State—														
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch). } Dacca section }	934	843	962	1,109	1,088	5·34	5·87	5·62	5·52	5·36	Included with the Eastern			
LVI	Rohilkund and Kumaon (Company's section)	536	621	586	627	755	6·21	5·74	5·08	4·76	4·86	2·41	1·61	1·49	1·52
LXXII	Jodhpur-Bikaner—														
	Jodhpur section	357	361	244	536	619	8·04	8·16	7·59	7·61	8·89	4·37	4·49	4·06	4·29
	Bikaner section	221	230	238	208	218	7·83	8·01	7·35	7·05	5·32	4·19	4·33	3·90	3·83
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	1,084	661	678	691	574	7·99	8·64	8·95	9·28	8·42	3·72	3·90	4·21	4·39

B—*continued.*

principal railways during the years 1895-1899—continued.

DITURE.

Annas.	Repairs of engines and of machinery, tools and plant, per train-mile—Annas.					Carriage and wagon. Total, per train-mile—Annas.					Carriage and wagon. Repairs of stock and of machinery, tools and plant, per train-mile—Annas.					Classification Number.	Remarks.
1899.	1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898	1899.	1895.	1896.	1897.	1898.	1899.		
(a) 0·92	1·86	2·12	1·32	1·94	(a) 1·88	2·11	2·23	2·15	2·09	(a) 2·09	1·82	1·93	1·80	1·70	(a) 1·78	I	(a) Including branch lines worked.
2·26	...	...	1·73	−0·04	1·47	2·24	2·16	0·81	2·09	1·80	...	...	0·43	1·50	1·31	II	
1·43	2·09	2·90	1·99	1·96	1·80	2·64	2·58	2·44	2·11	1·92	1·81	1·66	1·51	1·39	1·11	III	(b) Including the Cawnpore-Burhwal (metre gauge link).
(a) 4·08	2·27	2·55	2·63	2·73	(a) 2·69	2·89	2·63	2·68	2·75	(a) 3·08	2·10	1·93	1·95	2·01	(a) 2·36	IV	(c) Excluding the Cawnpore-Burhwal (metre gauge link).
(a) 5·08	2·49	2·57	2·59	2·76	(a) 3·05	2·75	3·03	2·13	2·49	(a) 2·63	2·13	2·28	1·5[illegible]	1·93	(a) 2·04	XI	
(c) 2·85	1·24	1·33	3·28	2·16	(c) 0·97	3·51	4·33	4·85	2·86	(c) 4·25	3·06	3·74	4·24	2·33	(c) 3·78	XIII	(d) Including the metre and special gauge sections of the undertaking and the Mymensingh-Jamalpur-Jagannathganj and Brahmaputra-Sultanpur railways.
(d) 1·89	1·30	1·39	2·56	1·24	(d) 1·37	2·86	2·95	2·08	2·62	3·62	1·64	1·78	1·6[illegible]	1·53	(d) 1·95	XIV	
2·93	3·10	2·16	2·73	3·00	2·22	1·54	1·35	1·64	2·29	1·90	0·63	0·53	0·85	1·25	1·24	XVI	
(a) 3·88	3·04	3·26	3·09	3·27	(a) 3·50	2·94	2·84	4·04	6·25	(a) 4·01	1·97	1·96	2·83	4·49	(a) 2·77	XVII	
(a) 6·90	3·26	3·80	3·33	3·90	(a) 3·78	3·56	3·80	6·07	6·12	7·71	2·40	2·55	4·47	4·18	(a) 5·93	XVIII	
(a) 5·74	3·42	3·34	3·17	2·88	(a) 3·80	3·74	3·97	3·72	2·93	2·7[illegible]	2·72	2·94	2·76	2·06	(a) 1·90	XIX	
(a) 2·14	2·52	2·35	1·85	1·94	(a) 2·71	3·17	2·26	2·08	2·17	(a) 1·92	2·42	1·51	1·34	1·40	(a) 1·40	XXXI	
																XXXIX	
1·54	0·78	0·89	0·79	0·72	0·80	1·39	1·59	1·24	1·02	1·09	1·01	1·18	0·77	0·60	0·69		
(a) 4·39	1·86	2·14	2·24	1·95	(a) 1·81	2·45	2·84	2·65	2·50	2·30	1·80	1·97	1·87	1·91	(a) 1·82	XLI	
(a) 2·32	2·35	1·75	1·41	2·21	(a) 2·08	2·02	1·74	1·50	2·53	(a) 2·67	1·57	1·34	1·14	2·01	(a) 2·17	XLIII	
(a) 3·30	1·84	1·63	1·50	1·94	(a) 2·26	2·87	2·62	2·30	2·44	2·32	2·37	2·17	1·8[illegible]	2·00	(a) 1·89	XLVI	
2·49	0·39	0·63	0·61	1·41	1·25	1·09	1·92	0·96	1·54	1·35	0·43	0·96	0·48	1·12	0·93	XLVIII	
3·85	1·89	1·57	1·73	1·99	1·79	2·77	2·08	2·24	2·32	2·26	1·91	1·96	1·64	1·70	1·62	XLIX	
Bengal State railway (standard gauge).						1·55	1·81	1·69	1·69	1·60	Included with the Eastern Bengal State railway (standard gauge).					L	
1·40	1·17	1·67	1·22	1·21	1·48	1·87	2·06	1·49	1·57	1·71	1·27	1·40	0·91	0·99	1·18	LVI	
																LXXII	
5·54	1·36	1·35	1·19	1·17	1·28	2·19	1·21	1·09	0·97	1·03	1·82	0·8[illegible]	0·73	0·63	0·75		
3·27	1·32	1·29	1·14	1·03	0·74	2·57	1·20	1·03	0·87	0·62	2·22	0·85	0·67	0·55	0·44		
(a) 4·31	1·39	2·03	1·72	1·42	(a) 1·71	1·47	1·45	1·65	1·76	1·86	0·98	0·95	1·21	1·30	(a) 1·26	LXXIV	

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	EXPEN												
		TRAFFIC, PER CENT. ON TRAFFIC EARNINGS.					GENERAL, PER CENT. ON GROSS EARNINGS, EXCLUDING STEAM-BOAT.					STEAM-		
		1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.
	STANDARD GAUGE.													
I	East Indian	5.82	6.20	6.13	6.44	(a) 6.45	3.29	3.37	3.18	3.14	(a) 3.14	1,19,479	1,65,329	1,50,511
II	Bengal Central	13.76	12.60	11.74	13.81	12.69	12.35	11.90	10.26	12.96	12.66	...	...	...
III	Bengal-Nágpur	8.55	9.24	9.81	9.55	8.53	9.60	9.23	8.95	8.49	8.09	...	...	...
IV	Indian Midland	10.01	8.66	8.34	8.01	(a) 7.75	10.22	8.79	8.03	7.39	(a) 6.88	...	...	...
XI	North Western State	7.76	9.00	8.55	7.85	(a) 8.48	3.46	4.03	3.84	3.52	(a) 3.89	75,958	50,558	44,525
XIII	Oudh and Rohilkhand State.	7.94	9.18	9.92	9.11	(b) 9.08	4.07	4.93	4.90	4.42	(b) 4.23	...	...	...
XIV	Eastern Bengal State	9.94	10.35	11.23	12.64	12.69	3.48	3.47	4.05	4.28	4.29	1,83,392	31,956	1,19,137
XVI	East Coast State	13.38	12.92	13.06	14.22	12.60	8.77	8.86	10.36	11.79	9.31	1,11,219	1,21,817	1,04,454
XVII	Great Indian Peninsula	8.79	8.56	10.53	8.67	(a) 8.68	4.05	3.82	4.78	3.80	(a) 3.62	...	...	...
XVIII	Bombay, Baroda and Central India.	5.68	6.32	7.06	6.60	6.04	3.17	3.49	4.01	3.38	3.02	...	...	...
XIX	Madras	7.54	8.08	7.36	8.09	8.22	5.12	5.29	4.95	5.21	5.46	...	...	...
XXXI	The Nizam's Guaranteed State.	7.48	7.70	7.17	6.65	(a) 6.37	9.11	8.86	7.76	6.55	(a) 6.10	...	...	...
	METRE GAUGE.													
XXXIX	Bengal and North-Western—													
	Tirhoot section } Company's section }	8.75	8.69	8.96	8.61	8.14	8.02	7.40	7.12	6.24	6.32	2,09,757	1,98,162	2,21,525
XLI	Rajputana-Malwa	6.62	7.66	8.42	4.34	6.56	5.00	5.75	6.09	5.36	4.57	...	...	...
XLIII	Southern Mahratta	10.00	10.09	9.81	11.81	(a) 11.38	9.20	8.92	9.16	12.52	(a) 10.74	...	...	...
XLVI	South Indian	8.26	8.81	9.27	9.74	9.06	7.13	7.11	6.75	7.29	7.16	...	...	...
XLVIII	Assam-Bengal	22.22	18.24	17.38	12.87	13.18	24.64	21.82	25.11	17.38	20.48	...	...	...
XLIX	Burma	10.70	11.00	10.34	10.93	10.62	6.15	6.71	7.01	7.63	7.80	62,036	83,390	41,312
L	Eastern Bengal State—													
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch) } Dacca section }	8.75	8.62	9.20	9.80	9.86	4.59	4.43	4.82	4.43	4.68	3,42,727	3,76,178	3,23,319
LVI	Rohilkund and Kumaon (Company's section).	11.18	10.33	11.01	9.45	8.74	12.50	12.54	11.48	9.74	8.67	...	...	...
LXXII	Jodhpur-Bikaner—													
	Jodhpur section	6.05	5.45	5.89	5.10	4.07	3.57	3.14	3.20	3.15	2.71	...	...	...
	Bikaner section	8.40	7.27	8.24	7.68	6.95	4.65	3.86	4.17	3.72	3.05	...	...	...
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	10.15	9.71	11.11	11.40	10.61	9.38	9.34	9.60	10.45	8.80	...	...	...

B—*continued.*

principal railways during the years 1895-1899—continued.

DITURE—*concluded.*														
BOAT—RUPEES.		MISCELLANEOUS (EXCLUDING RENT OF LEASED LINES BUT INCLUDING CONTRIBUTION TO PROVIDENT FUND) PER CENT. ON GROSS EARNINGS, EXCLUDING STEAM-BOAT.					TOTAL—RUPEES.					Classification Number.	REMARKS.
1898.	1899.	1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.		
1,47,472	1,79,642	2·36	1·87	2·23	3·27	(a) 2·52	1,76,73,006	1,80,80,741	1,82,39,840	1,99,15,991	(a) 2,17,37,564	I	(a) Including branch lines worked, but excluding charges incurred direct by the States in the cases of the Indian Midland, Great Indian Peninsula and Nizam's Guaranteed State railways. (b) Including the Cawnpore Burhwal (metre gauge link).
...	...	2·24	4·61	7·69	5·91	4·03	5,48,582	5,86,534	6,48,513	6,56,650	6,97,876	II	
...	...	1·95	2·45	2·21	1·71	1·78	33,33,297	34,40,656	32,20,750	35,15,339	43,51,645	III	
...	...	5·55	5·22	4·99	3·99	(a) 3·54	31,79,429	33,88,464	36,09,698	37,46,948	(a) 45,12,437	IV	
40,768	47,230	1·07	1·22	1·19	1·13	(a) 1·46	1,96,00,048	1,81,95,951	1,84,89,843	2,03,19,542	2,03,90,341	XI	
...	...	1·43	1·21	2·46	2·61	(b) 2·47	50,38,932	43,46,169	48,19,077	45,43,871	(b) 50,62,395	XIII	
26,454	47,104	1·84	4·68	6·00	2·78	2·31	30,91,134	34,94,009	41,53,270	36,34,130	44,63,081	XIV	
84,206	59,193	1·36	1·30	0·94	1·10	1·03	15,75,066	18,75,718	19,88,318	21,15,285	28,26,932	XVI	
...	...	1·65	1·61	1·60	2·42	(a) 2·49	1,84,87,539	1,84,65,125	1,86,39,901	2,03,04,728	(a) 1,95,24,310	XVII	
...	...	1·87	1·47	1·38	2·03	1·62	66,16,004	73,03,070	77,91,151	71,20,521	81,74,651	XVIII	
...	...	0·95	0·78	0·90	0·81	1·30	53,39,193	54,94,960	54,63,125	52,18,578	55,28,848	XIX	
...	...	1·08	0·75	1·33	1·99	(a) 1·42	17,39,039	16,56,592	17,57,576	17,06,703	(a) 17,36,962	XXXI	
2,51,368	2,43,590	2·19	2·28	2·63	2·25	4·53	24,02,854	25,44,821	26,24,173	28,08,558	36,25,976	XXXIX	
...	...	0·67	0·74	0·90	0·71	1·11	94,45,319	87,49,250	86,09,037	89,90,766	1,04,42,608	XLI	
...	...	1·06	1·14	1·18	2·09	(a) 2·13	52,97,126	51,94,203	53,65,638	50,31,208	(a) 51,42,909	XLIII	
...	...	0·69	0·87	0·82	1·08	1·20	50,03,651	49,10,208	48,66,696	46,15,232	44,41,241	XLVI	
...	652	0·01	1·27	1·35	1·01	1·12	2,22,473	5,85,547	9,18,426	12,53,572	12,96,943	XLVIII	
56,907	70,544	1·15	1·14	1·04	1·10	1·14	40,08,706	46,22,808	47,93,729	52,02,929	52,47,318	XLIX	
3,38,645	3,34,148	0·93	1·44	1·55	1·40	1·72	24,44,131	25,85,376	25,41,970	27,48,684	28,48,272	L.	
...	...	7·13	9·08	8·72	7·76	6·92	7,62,775	7,96,375	7,42,997	7,75,411	8,70,408	LVI	
...	...	0·58	1·64	1·46	2·13	4·08	4,05,402	4,26,197	3,77,859	4,91,770	7,42,254	LXXII	
...	...	0·19	1·47	1·23	1·49	2·67	41,442	45,345	51,506	59,856	70,195		
...	...	1·40	1·48	1·44	1·41	1·59	11,31,002	9,91,604	10,02,560	9,88,875	9,26,548	LXXIV	

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	RESULTS EXCLUSIVE OF														
		GROSS EARNINGS, PER TRAIN-MILE—RUPEES.					EXPENDITURE, PER TRAIN-MILE—RUPEES.					NET EARNINGS, PER TRAIN-MILE—RUPEES.				
		1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.
	STANDARD GAUGE.															
I	East Indian	4·85	4·63	4·59	4·41	(a) 4·40	1·52	1·49	1·37	1·42	(a) 1·45	3·33	3·14	3·22	2·99	(a) 2·95
II	Bengal Central	2·92	2·86	2·80	2·72	2·78	1·69	1·80	1·60	1·74	1·70	1·23	1·06	1·20	0·98	1·08
III	Bengal-Nágpur	4·38	4·05	3·45	3·53	3·90	2·12	2·19	1·79	1·80	1·87	2·26	1·86	1·66	1·72	2·03
IV	Indian Midland	3·54	3·64	3·67	3·57	(a) 3·50	2·25	2·11	2·05	1·97	(a) 1·98	1·29	1·53	1·62	1·60	(a) 1·52
XI	North Western State	3·79	3·62	3·72	3·76	(a) 3·65	2·02	2·15	2·03	1·91	(a) 1·90	1·77	1·47	1·69	1·85	(a) 1·66
XIII	Oudh and Rohilkhand State	3·45	3·57	3·71	3·46	3·50	1·69	1·78	2·10	1·65	1·61	1·76	1·79	1·61	1·81	1·89
XIV	Eastern Bengal State	4·85	4·82	4·39	4·42	4·50	1·68	1·90	1·99	1·84	2·20	3·17	2·92	2·40	2·58	2·30
XVI	East Coast State	2·58	2·64	2·80	2·89	2·80	2·03	1·96	1·85	2·17	1·85	0·55	0·68	0·95	0·72	1·01
XVII	Great Indian Peninsula	3·86	3·82	3·13	3·69	(a) 3·79	2·11	2·05	2·04	2·20	(a) 2·07	1·75	1·77	1·09	1·49	(a) 1·72
XVIII	Bombay, Baroda and Central India.	6·72	6·57	5·86	6·49	6·26	2·53	2·96	3·20	2·91	2·93	4·19	3·61	2·66	3·58	3·33
XIX	Madras	4·41	4·39	4·44	4·23	3·99	2·10	2·22	2·12	2·06	2·09	2·31	2·17	2·32	2·17	1·90
XXXI	The Nizam's Guaranteed State.	4·49	4·45	4·15	4·30	(a) 4·64	2·29	2·13	1·93	1·90	(a) 1·82	2·20	2·32	2·22	2·40	(a) 2·82
	METRE GAUGE.															
XXXIX	Bengal and North-Western— Tirhoot section; Company's section	3·01	2·97	2·66	2·62	2·54	1·26	1·31	1·01	1·07	1·20	1·75	1·66	1·65	1·56	1·34
XLI	Rajputana-Malwa	3·73	3·74	3·68	3·67	3·93	1·50	1·66	1·72	1·57	1·65	2·23	2·08	1·96	2·10	2·28
XLIII	Southern Mahratta	2·64	2·47	2·28	2·65	(a) 2·63	1·58	1·40	1·30	1·86	(a) 1·78	1·06	1·07	0·98	0·79	(a) 0·85
XLVI	South Indian	2·68	2·66	2·62	2·53	2·61	1·50	1·46	1·39	1·38	1·37	1·18	1·20	1·23	1·15	1·24
XLVIII	Assam-Bengal	1·34	2·34	2·48	2·82	2·65	1·39	2·21	2·30	2·70	2·12	—0·05	0·13	0·18	0·12	0·53
XLIX	Burma	3·34	3·06	3·08	3·03	2·99	1·97	1·83	1·69	1·74	1·76	1·37	1·23	1·39	1·28	1·23
L	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch); Dacca section	3·29	3·38	3·22	3·18	3·18	1·26	1·29	1·34	1·37	1·33	2·03	2·09	1·88	1·80	1·85
LVI	Rohilkund and Kumaon (Company's section)	2·64	2·72	2·65	2·95	3·00	1·64	1·73	1·58	1·52	1·50	1·00	0·99	1·07	1·43	1·50
LXXII	Jodhpur-Bikaner—															
	Jodhpur section	3·29	3·61	3·38	3·47	3·85	1·37	1·32	1·14	1·40	1·50	1·92	2·29	2·24	2·07	2·35
	Bikaner section	2·70	3·36	2·37	2·38	2·24	1·29	1·26	1·04	1·04	0·90	1·41	2·10	1·33	1·35	1·34
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar.	3·30	3·59	3·36	3·37	3·57	2·03	1·80	1·85	1·96	1·79	1·47	1·79	1·51	1·41	1·78

B—*continued.*

principal railways during the years 1895-1899—continued.

STEAM-BOAT SERVICE. Average gross earnings, per mean mile worked per week—Rupees.					Capital expended on open line, inclusive of rolling-stock and steam-boat, but excluding suspense—Rupees.					Classification Number.	Remarks.
1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.		
563	557	606	614	(a) 630	38,91,42,569	39,20,49,543	39,68,13,553	40,45,76,754	(a) & (b) 43,01,34,671	I	
146	144	175	158	158	1,00,96,721	1,01,65,840	1,14,10,112	1,20,61,688	1,23,31,929	II	(a) Including branch line worked.
153	142	138	143	152	9,59,72,969	9,71,96,278	9,75,83,884	11,78,65,336	14,73,52,392	III	
117	119	131	134	(a) 139	10,52,69,332	10,62,22,667	10,71,57,074	11,29,08,283	(a) 12,47,82,195	IV	(b) Including R12,85,025 on account of interest on capital during construction.
267	214	215	225	(a) 205	42,46,27,139	46,37,55,633	48,99,06,146	50,12,84,222	(a) 52,23,01,672	XI	(c) Including the Cawnpore-Burhwal (metre gauge link).
248	209	187	190	(c) 211	10,21,25,180	10,27,69,446	10,55,54,415	11,46,44,814	(c) 11,62,40,710	XIII	(d) Including the State outlay on the Pátti branch (R8,08,405).
649	676	678	645	650	5,88,60,111	6,10,84,868	6,46,77,563	6,57,45,148	6,79,16,167	XIV	
90	94	100	95	104	4,44,94,250	5,27,63,247	5,50,07,179	7,20,55,402	8,05,49,392	XVI	(e) Including R23,86,701 on account of interest on capital during construction.
436	444	367	450	(a) 462	29,18,77,161	29,26,05,041	29,29,55,207	29,34,69,563	(a) 29,40,93,733	XVII	(g) Including R41,029 on account of interest on capital during construction.
732	676	595	662	729	9,81,81,804	10,06,62,406	10,35,28,164	10,55,34,901	(d) 11,05,89,837	XVIII	
257	249	205	246	241	11,81,25,872	11,86,28,231	11,91,64,446	11,95,62,675	12,02,19,104	XIX	
185	187	205	221	(a) 240	4,12,06,123	4,15,10,112	4,18,73,581	4,20,18,722	(a) 4,23,95,647	XXXI	
133	134	128	129	132	2,53,21,347	2,55,63,264	2,57,76,136	2,66,13,613	2,73,87,245	XXXIX	
					2,86,22,717	2,87,61,784	3,00,99,424	3,90,23,870	(e) 4,87,31,427		
269	227	212	241	285	12,77,45,036	12,84,50,702	12,87,20,729	12,95,71,818	13,04,51,310	XLI	
109	113	116	89	(a) 94	11,99,29,774	12,03,84,404	12,11,03,165	12,2[illegible],48,623	(a) 12,51,15,888	XLIII	
165	165	169	156	159	7,39,64,242	7,40,91,954	7,42,48,486	7,21,86,970	7,27,83,836	XLVI	
64	70	63	86	75	93,38,954	2,38,45,322	3,36,22,400	4,18,73,324	5,09,62,000	XLVIII	
169	167	188	184	179	7,17,83,898	7,56,51,511	7,63,23,023	7,70,27,788	8,54,82,230	XLIX	
187	197	183	206	205	4,67,08,500	4,68,88,112	4,76,56,136	4,83,69,220	4,96,05,652	L	
84	86	86	104	119	1,05,61,875	1,08,19,634	1,09,87,531	1,13,08,785	(g) 1,14,32,272	LVI	
58	70	67	73	102	64,06,374	64,55,244	64,62,678	70,70,341	81,48,213	LXXII	
38	53	52	39	37	9,70,535	9,73,294	9,73,473	18,98,798	20,14,734		
113	114	105	73	107	1,72,31,178	1,73,09,863	1,73,63,263	1,75,34,827	1,75,92,037	LXXIV	

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	Net earnings—Rupees. 1895.	1896.	1897.	1898.	1899.
	Standard Gauge.					
I	East Indian	3,82,31,995	3,76,21,482	4,24,74,148	4,18,01,638	(a) 4,37,09,876
II	Bengal Central	3,98,809	3,46,732	4,89,686	3,68,007	4,41,812
III	Bengal-Nágpur	35,41,443	29,27,869	29,79,559	33,63,854	47,21,814
IV	Indian Midland	18,23,669	24,48,794	28,38,159	30,36,193	(a) 34,71,324
XI	North Western State	1,71,05,375	1,24,31,128	1,54,44,839	1,96,52,591	(a) 1,71,09,807
XIII	Oudh and Rohilkhand State	52,55,947	43,50,907	36,96,778	53,07,727	(b) 60,70,595
XIV	Eastern Bengal State	55,01,903	52,99,143	47,82,119	50,47,154	45,89,440
XVI	East Coast State	3,29,185	5,29,705	8,68,970	6,51,393	15,15,082
XVII	Great Indian Peninsula	1,53,02,654	1,59,54,504	97,92,501	1,45,72,768	(a) 1,62,85,120
XVIII	Bombay, Baroda and Central India	1,09,37,063	89,00,862	64,70,142	87,42,205	92,90,394
XIX	Madras	58,69,214	53,85,291	60,02,189	55,01,905	50,16,223
XXXI	The Nizam's Guaranteed State	16,72,269	18,01,252	20,19,578	23,69,970	(a) 26,85,411
	Metre Gauge.					
XXXIX	Bengal and North-Western— Tirhoot section; Company's section	32,57,825	32,42,246	33,69,653	36,67,472	41,43,693
XLI	Rajputana-Malwa	1,39,95,262	1,09,76,727	98,64,421	1,19,99,627	1,43,87,737
XLIII	Southern Mahratta	35,40,902	39,68,777	40,42,622	21,39,061	(a) 24,44,561
XLVI	South Indian	39,11,296	40,35,373	43,14,719	38,52,349	40,33,220
XLVIII	Assam-Bengal	—8,047	33,239	72,214	54,552	3,22,704
XLIX	Burma	27,02,356	29,85,751	38,82,675	37,88,523	35,78,407
L	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch); Dacca section	34,72,571	37,03,143	32,84,874	32,87,912	37,11,643
LVI	Rohilkund and Kumaon (Company's section)	4,67,663	4,58,129	5,08,095	7,20,985	8,67,375
LXXII	Jodhpur-Bikaner—					
	Jodhpur section	5,69,246	7,38,273	7,44,799	7,30,957	11,66,845
	Bikaner section	45,096	75,382	65,504	77,617	1,04,344
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	21,219	9,89,272	8,19,080	7,09,780	9,26,935

B—concluded.

principal railways during the years 1895-1899—concluded.

Percentage of working expenses on gross earnings.					Per cent. of net earnings per annum on capital expenditure on open line, including steam-boat, but excluding suspense.					Classification Number.	Remarks.
1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.		
31·61	32·46	30·04	32·27	(a) 33·18	9·82	9·60	10·70	10·33	(a) 10·18	I	
57·90	62·85	56·98	64·08	61·23	3·95	3·41	4·29	3·05	3·58	II	(a) Including branch lines worked.
48·48	54·03	51·94	51·10	47·96	3·69	3·01	3·05	2·85	3·20	III	(b) Including the Cawnpore-Burhwal (metre gauge link).
63·55	58·05	55·98	55·24	(a) 56·52	1·73	2·30	2·85	2·69	(a) 2·78	IV	(c) Based on outlay excluding expenditure on quarry and dock estates lines.
53·40	59·41	54·49	50·83	(a) 54·28	4·03	2·68	3·15	3·92	(a) 3·29	XI	
48·95	49·97	56·59	46·12	(b) 45·45	5·15	4·23	3·50	4·63	(b) 5·23	XIII	
35·97	39·74	46·48	41·86	49·30	9·35	8·67	7·39	7·68	6·76	XIV	
82·71	77·98	69·59	76·46	65·11	0·74	1·00	1·58	0·90	1·89	XVI	
54·71	53·65	65·56	58·22	(a) 54·52	5·24	5·45	3·34	4·97	(a) 5·54	XVII	
37·69	45·07	54·63	44·89	46·81	11·14	8·84	6·25	8·28	8·40	XVIII	
47·64	50·50	47·65	48·68	52·43	4·97	4·54	5·04	4·60	4·17	XIX	
50·98	47·91	46·53	41·86	(a) 39·28	4·06	4·34	4·82	5·64	(a) 6·34	XXXI	
42·45	43·97	43·78	43·37	46·67	6·04	5·97	6·03	5·59	5·44	XXXIX	
40·29	44·35	46·60	42·83	42·06	10·96	8·55	7·66	9·26	11·03	XLI	
59·94	56·69	57·03	70·17	(a) 67·78	2·95	3·30	3·34	1·75	(a) 1·93	XLIII	
56·13	54·89	53·00	54·50	52·41	5·29	5·45	5·81	5·34	5·54	XLVI	
103·75	94·63	92·71	95·83	80·08	...	0·14	0·21	0·13	0·63	XLVIII	
59·73	60·76	55·25	57·87	59·45	3·76	3·95	5·09	4·92	4·19	XLIX	
41·31	41·11	43·63	45·53	43·42	7·43	7·90	6·89	6·80	7·48	L	
61·99	63·16	59·39	51·82	50·09	4·43	4·23	4·62	6·38	7·59	LVI	
41·60	36·60	33·66	40·22	38·88	8·89	11·44	11·52	10·34	14·32	LXXII	
47·89	37·56	44·02	43·54	40·22	4·65	7·75	6·73	4·09	5·18		
57·93	50·06	55·04	58·22	49·99	4·77	5·72	4·72	4·05	(c) 5·27	LXXIV	

APPEN

Statement showing the mileage, age, cost and general results

[Steam-boat earnings and expenses, and

Classification Number.	Railway.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Percentage on capital cost. Gross earnings.	Percentage on capital cost. Working expenses, including rent of leased lines and contribution to the Provident Fund.	Percentage on capital cost. Net earnings.	Gross earnings per mean mile worked per week.	Per cent. of working expenses, including rent of leased lines and contribution to the Provident Fund, on gross earnings.
	STANDARD GAUGE	Miles.	Miles.	Years.	R	R	R	R	R				R	
	State lines worked by companies.													
I	East Indian	1,710'67	1,747'28	33'65	39,99,15,424	2,33,777	6,33,12,934	2,07,08,240	4,26,04,694	15'83	5'17	10'66	697	32'71
II	Bengal Central	125'01	138'89	16'31	1,23,31,929	98,648	11,39,688	6,97,876	4,41,812	9'24	5'66	3'58	158	61'23
III	Bengal Nágpur	1,190'16	1,150'99	8'57	14,73,52,392	1,23,809	90,73,459	43,51,645	47,21,814	6'16	2'95	3'21	152	47'96
IV	Indian Midland	796'25	818'68	10'63	9,98,34,287	1,25,381	64,77,226	36,94,276	27,82,950	6'49	3'70	2'79	152	57'03
V	Bhopal-Itarsi (British section)	13'11	13'11	17'23	23,61,938	1,80,163	2,09,611	1,25,531	84,080	8'87	5'31	3'56	307	59'89
VI	Godhra-Rutlam-Nágdá	141'14	141'14	5'73	1,76,96,520	1,25,383	12,64,196	7,37,558	5,26,638	7'14	4'17	2'97	172	58'34
VII	Wardha Coal	44'88	(a)	23'66	49,96,325	1,11,326	(b) 83,850	(c) 1,350	82,500	...	...	1'65	...	...
VIII	Dhond-Manmád	145'44	(a)	21'74	1,15,32,042	79,291	(b) 3,11,859	(c) 12,304	2,99,555	...	...	2'60	...	...
IX	Bezwada extension (East Coast State)	20'58	(d)	10'89	15,02,651	73,015	(b) 1,84,365	...	1,84,365	...	...	12'27	...	...
	Washermenpet-Ennur section (Bezwada-Madras) ( )	8'45	8'45	3'86	5,98,565	70,836	50,233	28,021	22,212	8'39	4'68	3'71	114	55'78
	State lines worked by the State.													
XI	North Western	(f) 2,944'80	(g) 2,910'30	17'88	48,58,10,154	1,64,972	3,51,70,155	1,90,85,306	1,60,84,849	7'24	3'93	3'31	232	54'27
XII	Hyderabad-Shadipalli	58'91	58'91	7'37	18,12,837	30,773	2,25,242	1,36,779	88,463	12'42	7'54	4'88	74	60'73
XIII	Oudh and Rohilkhand (h)	1,030'36	1,030'36	17'82	11,62,40,709	1,12,816	1,11,38,990	50,62,395	60,76,595	9'58	4'35	5'23	208	45'45
XIV	Eastern Bengal	267'79	267'25	28'03	6,62,95,603	2,47,566	90,26,042	44,15,977	46,10,065	13'61	6'66	6'95	649	48'91
XV	Calcutta Port Commissioners'	8'53	8'53	18'09	71,28,712	8,35,722	4,46,548	2,54,091	1,92,457	6'26	3'56	2'70	1,007	56'90
XVI	East Coast (i)	(j) 805'91	(k) 786'69	4'22	8,00,63,314	99,345	42,67,913	27,67,739	15,00,174	5'33	3'46	1'87	104	64'85
	Lines worked by guaranteed companies.													
XVII	Great Indian Peninsula	1,288'01	(l) 1,491'31	35'33	27,65,95,104	2,14,746	3,58,09,430	1,99,67,969	1,58,41,461	12'95	7'22	5'73	462	55'76
XVIII	Bombay, Baroda and Central India	460'90	460'90	33'34	11,05,89,837	2,39,943	1,74,65,046	81,74,651	92,90,395	15'79	7'39	8'40	729	46'81
XIX	Madras	843'39	843'39	35'53	12,02,19,104	1,42,543	1,05,45,071	55,28,848	50,16,223	8'77	4'60	4'17	240	52'43
	Carried over	11,904'29	11,876'18	...	1,96,28,77,447	...	20,62,01,858	9,57,50,556	11,04,51,302	...	...	...	...	...

(a) Included with the Great Indian Peninsula railway.
(b) Represents the amount received as rent for the lease of this line.
(c) Expenditure incurred direct by the State.
(d) Included with the Nizam's Guaranteed State railway.
(e) The figures against this line are for the first six months of the year only, after which the working was transferred to the East Coast State Railway.
(f) Including 5'63 miles (Meean Meer chord and Ferozepore cantonment to Hussainiwala) used for military traffic only.
(~) Including 13 miles of the East Indian railway and 2'20 miles of the Delhi-Umballa-Kalka railway worked over, but excluding 5'63 miles used for military traffic only,—*vide* remark (f).
(h) Including the Cawnpore-Burhwal railway (metre gauge link).
(i) Including the Washermenpet-Ennur section of Bezwada-Madras Railway from the 1st July 1899.
(,) Including 2'66 miles (laid on the mixed gauge) and 0'33 mile (metre gauge).
(ǩ) Including 2'66 miles (laid on the mixed gauge), but excluding 0'33 mile (metre gauge).
(l) Including the mileage of the branch lines worked by the Company.

DIX C.

of working of Indian railways for the year 1899.

suspense items, have been excluded.]

Classification Number.	Railway.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost, per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Percentage on capital cost: Gross earnings.	Percentage on capital cost: Working expenses, including rent of leased lines and contribution to the Provident Fund.	Percentage on capital cost: Net earnings.	Gross earnings per mean mile worked per week.	Per cent. of working expenses, including rent of leased lines and contribution to the Provident Fund, on gross earnings.
	STANDARD GAUGE —*concluded*.	Miles.	Miles.	Years.	R	R	R	R	R				R	
	Brought forward .	11,904·29	11,876·18	...	1,96,28,77,447	...	20,62,01,858	9,57,50,556	11,04,51,302	...	...	...	...	...
	Assisted companies.													
XX	Delhi-Umballa-Kalka	162·24	162·24	8·80	(a) 1,54,47,600	95,214	14,49,378	6,95,702	7,53,676	9·38	4·50	4·88	172	48·00
XXI	Tarkessur . . .	22·23	22·23	15·00	17,84,166	80,259	3,08,959	1,56,267	1,52,692	17·31	8·76	8·55	267	50·58
XXII	South Behar (Luckeeserai-Gya) (b) .	78·76	38·65	0·49	(c) 1,17,50,134	1,49,189	2,03,328	71,165	1,32,163	1·73	0·61	1·12	202	35·00
XXIII	Southern Punjab (Delhi-Samásata) .	423·18	418·95	2·86	(d) 2,26,02,987	53,412	13,82,094	7,18,689	6,63,405	6·11	3·18	2·93	63	52·00
XXV	Tápti Valley . .	138·88	65·95	0·73	1,06,17,653	76,452	2,42,592	1,14,989	1,27,603	2·29	1·08	1·21	71	47·40
	Lines owned by native states and worked by companies.													
XXVI	Khámgaon . .	7·55	(e)	29·83	5,22,150	69,156	(f) 14,851	...	14,851	...	...	2·84	...	...
XXVII	Amráoti . . .	5·44	(e)	28·87	4,48,111	82,374	(f) 33,099	(g) 885	32,214	...	...	7·19	...	..
XXVIII	Bína-Goona-Bárán .	145·21	118·22	2·79	99,31,680	68,396	2,67,359	1,41,251	1,26,108	2·69	1·42	1·27	43	52·83
XXIX	Bhopal-Ujjain . .	113·27	113·27	5·01	76,54,290	67,576	5,82,341	3,04,430	2,77,911	7·61	3·97	3·64	99	52·28
XXX	Bhopal-Itársi (Native State section) . .	44·28	44·28	15·06	50,00,000	1,12,918	4,47,225	2,67,781	1,79,444	8·94	5·36	3·58	194	59·88
XXXI	The Nizam's Guaranteed State . .	(h) 332·32	(i) 354·70	17·02	4,08,92,996	1,23,054	44,22,373	19,21,327	25,01,046	10·81	4·70	6·11	240	43·45
XXXII	Nágdá-Ujjain . .	34·32	34·32	3·47	22,34,346	65,103	1,47,176	69,444	77,732	6·59	3·11	3·48	83	47·18
XXXIII	The Gaekwar's Petlád	13·35	13·35	9·66	7,40,704	55,483	70,667	31,355	39,312	9·54	4·23	5·31	102	44·37
XXXIV	Kolar Gold-fields .	10·00	10·00	5·59	7,48,646	74,865	1,77,667	1,20,840	56,827	23·73	16·14	7·59	342	68·01
	Lines owned by native states and worked by state railway agency.													
XXXVI	Rájpura-Bhátinda .	107·05	107·22	11·01	67,05,785	62,642	6,79,520	3,73,736	3,05,784	10·13	5·57	4·56	122	55·00
XXXVII	Jammu and Kashmir (Native State section)	15·92	15·92	9·80	9,60,820	60,353	51,533	28,601	22,932	5·36	2·98	2·38	62	55·50
	TOTAL AND AVERAGE .	13,558·29	13,395·48	19·91	2,10,00,19,515	1,54,955	21,66,82,020	10,07,67,018	11,59,15,002	10·31	4·80	5·51	311	46·50

(a) Including interest on capital during construction (R5,76,918).
(b) Opened for traffic on the 5th July 1899.
(c) Including interest on capital during construction (R7,08,107).
(d) Including interest on capital during construction (R9,92,829).
(e) Included with the Great Indian Peninsula railway.
(f) Represents the amount received as rent for the lease of this line.
(g) Expenditure incurred direct by the State.
(h) Including 2·19 miles (Trimulgherry troop siding) used for military traffic only.
(i) Including the Bezwada extension of the East Coast State railway, and 3·10 miles of the home line worked over twice by each train, also 0·89 mile of the East Coast State Railway worked over, but excluding 2·19 miles used for military traffic only.

APPEN

Statement showing the mileage, age, cost and general results

[Steam-boat earnings and expenses, and

Classification Number.	Railway.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost, per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Percentage on capital cost. Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Gross earnings per mean mile worked per week.	Per cent. of working expenses, including rent of leased lines and contribution to the Provident Fund, on gross earning.
	METRE GAUGE.	Miles.	Miles.	Years.	R	R	R	R	R				R	
	State lines worked by companies.													
XXXIX	Bengal and North-Western—													
	Tirhoot section	341·80	341·80	15·87	2,68,42,150	78,532	71,88,315	33,82,380	38,05,935	9·78	4·60	5·18	131	47·06
	Company's section	743·00	711·53	8·66	(a) 4,66,45,983	62,780								
XL	Lucknow-Bareilly section (Rohilkund and Kumaon)	231·17	214·85	11·12	(b) 92,92,292	40,197	12,72,160	6,38,804	6,33,356	13·69	6·87	6·82	114	50·21
XLI	Rajputana-Malwa	1,672·47	1,673·20	20·31	13,04,51,310	77,999	2,48,30,345	1,04,42,608	1,43,87,737	19·03	8·00	11·03	285	42·06
XLII	Palanpur-Deesa	17·28	17·28	6·15	4,18,264	24,205	44,628	18,908	25,720	10·67	4·52	6·15	50	42·37
XLIII	Southern Mahratta	1,042·04	1,045·04	13·42	9,65,49,979	92,656	58,70,616	39,75,614	18,95,002	6·08	4·12	1·96	108	67·73
XLIV	Guntakal-Mysore frontier	119·50	119·50	7·13	58,98,608	49,361	3,84,829	2,56,370	1,28,459	6·52	4·35	2·17	62	66·62
XLV	Mysore section (Southern Mahratta)	296·00	296·00	13·78	153,03,132	51,700	10,60,470	7,31,437	3,29,033	6·93	4·78	2·15	69	68·97
XLVI	South Indian	1,030·53	1,023·74	20·24	7,27,88,306	70,632	84,74,461	44,41,241	40,33,220	11·64	6·10	5·54	159	52·41
XLVII	Mayavaram-Mutupet	53·99	53·99	5·50	24,97,355	46,256	2,42,061	1,45,263	96,798	9·69	5·82	3·87	86	60·01
XLVIII	Assam-Bengal	434·66	413·46	3·61	5,09,62,000	1,17,246	16,19,495	12,96,291	3,23,204	3·20	2·54	0·66	75	80·08
XLIX	Burma	993·34	943·65	11·06	8,47,89,913	85,358	87,98,770	51,76,774	36,21,996	10·38	6·11	4·27	179	58·84
	State lines worked by the State.													
L	Eastern Bengal—Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch)	478·47	478·47	16·76	4,13,68,831	86,461	54,27,235	21,87,825	32,39,410	13·12	5·29	7·83	218	40·31
	Dacca section	85·92	85·92	14·48	71,81,786	83,587	5,84,914	3,26,299	2,58,615	8·14	4·54	3·60	131	55·78
	Assisted companies.													
LIII	Deoghur	4·79	4·79	16·68	2,86,180	59,745	33,262	26,585	6,677	11·62	9·29	2·33	134	79·92
LIV	Brahmaputra-Sultanpur (c)	24·50	18·46	0·75	8,00,995	32,694	36,300	16,336	19,964	4·53	2·04	2·49	38	45·00
LV	Mymensingh-Jamalpur-Jagannathganj	53·37	37·02	1·32	15,73,456	29,482	66,500	29,925	36,575	4·23	1·90	2·33	35	45·00
LVI	Rohilkund and Kumaon (Company's section)	53·92	65·92	15·25	21,39,980	39,688	4,65,623	2,31,604	2,34,019	21·76	10·82	10·94	136	49·74
LVII	Segowlie Raxaul (d)	18·09	9·17	0·51	(e) 10,30,589	56,970	14,206	5,682	8,524	1·38	0·55	0·83	30	40·00
LVIII	Bengal Dooars	36·40	36·40	6·74	(f) 24,72,502	67,926	2,60,046	1,17,174	1,42,872	10·52	4·74	5·78	137	45·06
	Carried over	7,731·24	7,590·19	...	50,92,93,411	...	6,66,74,236	3,34,47,120	3,32,27,116	...		..	...	...

(a) Including interest on capital during construction (R23,86,761).
(b) Including interest on capital during construction (R41,029).
(c) Opened for traffic on the 1st April 1899.
(d) Opened for traffic on the 1st March 1899.
(e) Including interest on capital during construction (R10,743).
(f) Including interest on capital during construction (R37,877).

DIX C.—*contd.*

of working of Indian railways for the year 1899.

...suspense items, have been excluded.]

Classification Number.	Railway.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Percentage on capital cost. Gross earnings.	Percentage on capital cost. Working expenses, including rent of leased lines and contribution to the Provident Fund.	Percentage on capital cost. Net earnings.	Gross earnings per mean mile worked per week.	Per cent. of working expenses, including rent of leased lines and contribution to the Provident Fund, on gross earnings.
	METRE GAUGE—*concluded.*	Miles.	Miles.	Years.	R	R	R	R	R				R	
	Brought forward	7,731·24	7,590·19	...	59,97,93,411	...	6,66,74,236	3,34,47,120	3,32,27,116	...	...	...	...	...
LIX	Dibru-Sadiya	77·50	77·50	15·99	72,85,349	94,005	8,59,414	4,09,726	4,49,688	11·80	5·62	6·18	213	47·68
LX	Ledo and Tikak-Margherita Colliery	7·50	7·50	3·33	12,84,416	1,71,122	63,084	41,031	22,053	4·92	3·20	1·72	162	65·04
LXI	Ahmedabad-Parántij	54·59	54·59	2·53	19,32,206	35,395	2,10,634	88,947	1,21,687	10·90	4·60	6·30	74	42·23
LXII	Nilgiri (*a*)	16·90	9·26	0·55	47,87,869	2,83,306	84,449	64,240	20,209	1·76	1·34	0·42	175	76·06
	Lines owned by native states and worked by companies.													
LXIII	The Gaekwar's Mehsána	92·63	92·63	9·82	32,83,612	35,449	3,76,160	1,59,507	2,16,653	11·46	4·86	6·60	79	42·40
LXIV	Hyderabad Gódávari Valley (*b*)	154·23	24·64	0·16	75,80,623	49,151	63,381	26,504	36,877	0·84	0·35	0·49	48	41·82
LXV	Kolhápur	29·07	29·07	8·70	23,24,807	79,938	99,196	65,209	33,987	4·27	2·80	1·47	58	65·74
LXVI	Yesvantpur-Mysore frontier	51·35	51·35	6·59	24,03,073	46,798	1,49,363	98,835	50,528	6·22	4·11	2·11	56	66·17
LXVII	Mysore-Nanjangúd	15·80	15·51	7·82	6,21,853	39,358	16,811	11,138	5,673	2·70	1·79	0·91	21	66·25
LXVIII	Birur-Shimoga (*c*)	38·50	3·27	0·08	20,14,436	52,323	6,186	4,305	1,881	0·31	0·21	0·10	36	69·59
	Lines owned and worked by native states.													
LXXII	Jodhpur-Bikaner—													
	Jodhpur section	380·50	357·82	8·74	81,48,213	21,414	19,09,097	7,42,252	11,66,845	23·43	9·11	14·32	102	38·88
	Bikaner section	95·00	90·36	4·44	20,14,734	21,208	1,74,539	70,195	1,04,344	8·66	3·48	5·18	37	40·22
LXXIII	Udaipur-Chitor	67·30	63·10	4·58	19,34,912	28,751	2,10,540	1,05,711	1,04,829	10·88	5·46	5·42	62	50·21
LXXIV	Bhávnagar-Gondal-Junágad-Porbandar	333·84	333·84	15·41	1,75,92,036	(*d*) 53,476	18,53,483	9,26,548	9,26,935	10·54	5·27	5·27	107	49·99
LXXV	Jetalsar-Rájkot	46·23	46·23	6·72	15,83,208	34,246	1,98,927	1,20,202	78,725	12·56	7·59	4·97	83	60·43
LXXVI	Jámnagar	54·28	54·28	2·73	22,97,377	(*e*) 45,683	1,26,323	74,783	51,540	5·50	3·26	2·24	45	59·20
LXXVII	Dhrangadrá	20·83	20·83	1·91	5,64,088	27,081	63,875	42,897	20,978	11·32	7·60	3·72	59	67·16
	Total and Average	9,267·29	8,921·97	13·44	66,69,45,223	(*f*) 72,037	7,31,39,698	3,64,99,150	3,66,40,548	10·97	5·47	5·50	158	49·90

(*a*) Opened for traffic on the 15th June 1899.
(*b*) Opened for traffic on the 21st October 1899.
(*c*) Opened for traffic on the 1st December 1899.
(*d*) Calculated on the mileage of the home line, *viz.*, 328·97 miles.
(*e*) Calculated on the mileage of the home line, *viz.* 5·29 miles.
(*f*) Calculation on 9,258·43 miles.

APPENDIX C—*concld.*

Statement showing the mileage, age, cost and general results of working of Indian railways for the year 1899.

[Steam-boat earnings and expenses, and suspense items, have been excluded.]

Classification Number.	Railway.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Percentage on capital cost. Gross earnings.	Percentage on capital cost. Working expenses, including rent of leased lines and contribution to the Provident Fund.	Percentage on capital cost. Net earnings.	Gross earnings per mean mile worked per week.	Per cent. of working expenses including rent of leased lines and contribution to the Provident Fund, on gross earnings.
	SPECIAL GAUGES.	Miles.	Miles.	Years.	R	R	R	R	R				R	
	State lines worked by the State.													
LXXXIII	Jorhát (2' 0")	28·00	25·95	14·68	8,75,342	31,262	96,488	1,02,433	—5,945	11·02	11·70	—0·68	72	106·16
LXXXIV	Cherra-Companyganj (2' 6") (a)	...	1·88	...	7,68,962	...	9,015	43,622	—34,607	1·17	5·67	—4·50	92	483·88
	Assisted companies.													
LXXXVI	Darjeeling-Himalayan (2' 0")	51·00	51·00	19·12	32,95,462	64,617	7,14,985	4,65,215	2,49,770	21·69	14·12	7·57	270	65·07
LXXXVII	Bársi Light (2' 6")	21·59	21·59	2·83	13,43,297	62,218	1,56,118	91,534	64,584	11·62	6·81	4·81	139	58·63
LXXXVIII	Howrah-Amta (2' 0")	28·62	28·62	2·00	11,41,307	39,878	2,50,763	1,37,969	1,12,794	21·97	12·09	9·88	168	55·02
LXXXIX	Howrah-Sheakhalla (2' 0")	19·75	21·75	2·09	6,09,434	30,857	73,396	51,944	21,452	12·04	8·52	3·52	65	70·77
XC	Ránaghat-Krishnagar (b) (2' 6")	20·25	15·03	0·74	7,27,809	35,941	46,348	37,933	8,415	6·37	5·21	1·16	59	81·84
XCI	Tárakeshwar-Magra (2' 6")	31·12	31·12	2·00	9,52,167	30,597	66,168	53,977	12,191	6·95	5·67	1·28	41	81·58
XCII	Tezpore-Bálipárá (2' 6")	20·00	20·00	2·00	4,74,177	23,709	95,156	69,001	26,155	20·07	14·55	5·52	91	72·51
	Lines owned by native states and worked by companies.													
XCIV	Gwalior Light (2' 0") (c)	126·14	10·37	0·08	22,68,556	17,984	3,177	8,207	—5,030	0·14	0·36	—0·22	76	258·32
XCV	The Gaekwar's Dabhoi (2' 6")	78·80	78·80	20·01	20,73,066	26,308	2,45,974	1,58,403	87,571	11·87	7·64	4·23	60	64·40
XCVI	Rajpipla (2' 6")	37·37	30·84	1·33	13,06,712	34,967	35,799	27,322	8,477	2·74	2·09	0·65	22	76·32
	Line owned by native state and worked by state railway agency.													
XCVIII	Cooch Behar (2' 6")	33·18	30·08	4·45	12,76,602	38,475	82,773	39,700	43,073	6·48	3·11	3·37	53	47·96
	Line owned and worked by native state.													
XCIX	Morvi (2' 6")	94·36	94·36	12·34	24,42,812	25,888	4,20,486	2,50,433	1,70,053	17·22	10·25	6·96	86	59·56
	TOTAL AND AVERAGE	590·18	461·39	7·64	1,95,55,645	33,135	22,96,646	15,37,693	7,58,953	11·74	7·86	3·88	96	66·95
	GRAND TOTAL AND AVERAGE	23,415·78	22,778·84	16·75	2,78,74,20,383	(d) 1,19,085	29,21,18,364	13,88,03,861	15,33,14,503	10·48	4·98	5·50	247	47·52

(a) Re-constituted a Railway from the 7th July 1899.
(b) Opened for traffic on the 15th April 1899.
(c) Opened for traffic on the 2nd December 1899.
(d) Calculated on 23,406·90 miles.

APPENDIX D.

Statement of Indian railways, and of steam tramways outside municipal limits, constructed and in progress on the 31st March 1900.

INDEX.

Railway.	Classification.	Classification No.
A		
Agra-Delhi chord	State line worked by company	X
Ahmedabad-Parántij	Assisted company	LXI
Amráoti	Line owned by native state and worked by company	XXVII
Assam-Bengal	State line worked by company	XLVIII
B		
Bársi Light	Assisted company	LXXXVII
Bengal and North-Western (Company's section)	State line worked by company	XXXIX
Bengal Central	State line worked by company	II
Bengal Dooars	Assisted company	LVIII
Bengal-Nágpur	State line worked by company	III
Bezwada extension (East Coast State railway)	State line worked by company	IX
Bhávnagar-Gondal-Junágad-Porbandar	Line owned and worked by native states	LXXIV
Bhopal-Itársi (British section)	State line worked by company	V
Bhopal-Itársi (Native state section)	Line owned by native state and worked by company	XXX
Bhopal-Ujjain	Line owned by native state and worked by company	XXIX
Bína-Goona-Bárán	Line owned by native state and worked by company	XXVIII
Birur-Shimoga	Line owned by native state and worked by company	LXVIII
Bombay, Baroda and Central India	Line worked by guaranteed company	XVIII
Brahmaputra-Sultanpur	Assisted company	LIV
Burma	State line worked by company	XLIX
C		
Calcutta Port Commissioners'	State line worked by the State	XV
Cawnpore-Burhwál (metre gauge link)	State line worked by the State	LI
Cherra Company ganj	State line worked by the State	LXXXIV
Cooch Behar	Line owned by native state and worked by State railway agency	XCVIII
D		
Darjeeling-Himalayan	Assisted company	LXXXVI
Delhi-Umballa-Kalka	Assisted company	XX
Deoghur	Assisted company	LIII
Dhond-Manmád	State line worked by company	VIII
Dhrangadhra	Line owned and worked by native state	LXXVII
Dibru-Sadiya	Assisted company	LIX
E		
East Coast	State line worked by the State	XVI
Eastern Bengal—		
Dacca section; Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge branch).	State line worked by the State	L
Standard gauge sections	State line worked by the State	XIV
East Indian	State line worked by company	I
G		
Gaekwar's Dabhoi	Line owned by native state and worked by company	XCV
Gaekwar's Mehsána	Line owned by native state and worked by company	LXIII
Gaekwar's Petlád	Line owned by native state and worked by company	XXXIII
Godhra-Rutlam-Nágdá	State line worked by company	VI
Great Indian Peninsula	Line worked by guaranteed company	XVII
Guntakal-Mysore frontier	State line worked by company	XLIV
Gwalior Light	Line owned by native state and worked by company	XCIV
H		
Hardwar-Dehra	Assisted company	XXIV
Howrah-Amta	Assisted company	LXXXVIII
Howrah-Sheakhalla	Assisted company	LXXXIX
Hyderabad-Godávari Valley	Line owned by native state and worked by company	LXIV
Hyderabad-Shadipalli	State line worked by the State	X.I
I		
Indian Midland	State line worked by company	IV
J		
Jaipur	Line owned and worked by native state	LXXVIII
Jammu and Kashmir (Native state section)	Line owned by native state and worked by State railway agency	XXXVII
Jamnagar	Line owned and worked by native state	LXXVI
Jetalsar-Rájkot	Line owned and worked by native state	LXXV
Jodhpur-Bikaner	Line owned and worked by native state	LXXII
Jorhat	State line worked by the State	LXXXIII
K		
Kalka-Simla	Assisted company	XCIII
Káraikkal-Peralam	Foreign line	LXXXI
Khamgaon	Line owned by native state and worked by company	XXVI
Kolar Gold-fields	Line owned by native state and worked by company	XXXIV
Kolhápur	Line owned by native state and worked by company	LXV
L		
Lucknow-Bareilly section (Rohilkund and Kumaon railway)	State line worked by company	XL
Ledo and Tikak-Margherita	Assisted company	LX
Ludhiana-Dhuri-Jakhal	Line owned by native state and worked by State railway agency	XXXVIII
M		
Madras	Line worked by guaranteed company	XIX
Máyavaram-Mutupet	State line worked by company	XLVII
Morvi	Line owned and worked by native state	XCIX
Mymensingh-Jamalpur-Jagganathganj	Assisted company	LV
Mysore-Nanjangúd	Line owned by native state and worked by company	LXVII
Mysore section (Southern Mahratta railway)	State line worked by company	XLV
N		
Nágdá-Ujjain	Line owned by native state and worked by company	XXXII
Nilgiri	Assisted company	LXII
Nizam's Guaranteed State	Line owned by native state and worked by company	XXXI
North Western	State line worked by the State	XI
Nowshera-Dargai	State line worked by the State	LXXXV
O		
Oudh and Rohilkhand	State line worked by the State	XIII
P		
Pálanpur-Deesa	State line worked by company	XLII
Petlád-Cambay	Line owned by native state and worked by company	XXXV
Pondicherry	Foreign line	LXXX
R		
Raipur-Dhámtari branch (Bengal-Nágpur)	State line worked by company	LXXXII
Rajpipla	Line owned by native state and worked by company	XCVI
Rájpura-Bhatinda	Line owned by native state and worked by State railway agency	XXXVI
Ranaghat-Krishnagar	Assisted company	XC
Rewah	Line owned by native state and worked by company	XCVII
Rajputana-Malwa	State line worked by company	XLI
Rohilkund and Kumaon (Company's section)	Assisted company	LVI
S		
Segowlie-Raxaul	Assisted company	LVII
Shadipalli-Balotra (British section)	State line worked by the State	LII
Shoranur-Cochin	Line owned by native state and worked by company	LXX
South Behar (Luckeeserai-Gya)	Assisted company	XXII
Southern Mahratta	State line worked by company	XLIII
Southern Punjab (Delhi-Samásata)	Assisted company	XXIII
South Indian	State line worked by company	XLVI
T		
Tapti Valley	Assisted company	XXV
Tarakeshwar-Magra	Assisted company	XCI
Tarkessur	Assisted company	XXI
Tezpur-Balipara	Assisted company	XCII
Tinnevelly Quilon (Travancore) branch (Native State Section)	Line owned by native state and worked by company	LXXI
Tirhoot section (Bengal and North-Western railway)	State line worked by company	XXXIX
Tramways outside municipal limits		See after No. XCIX
U		
Udaipur-Chitor	Line owned and worked by native state	LXXIII
V		
Vijapur-Kálol	Line owned by native state and worked by company	LXIX
W		
Wardha Coal	State line worked by company	VII
West of India Portuguese	Foreign line	LXXIX
Y		
Yesvantpur-Mysore frontier	Line owned by native state and worked by company	LXVI

APPENDIX

Railways constructed and in

Standard gauge.

STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.
I	**East Indian—**	Miles.	Miles.	Miles.
	Main line—			
	Howrah to Khána junction	74·48		
	Khána junction to Luckeeserai junction	187·20		
	Luckeeserai junction to Allahabad	303·01		
	Allahabad to Delhi	390·39		
			955·08	
	Loop line—			
	Khána junction to Luckeeserai junction		250·39	
	Branches—			
	Main line—			
	Bhadreswar junction (17·46 miles from Howrah) to the river bank (*Bhadreswar branch*)	2·60		
	Hooghly junction (23·23 miles from Howrah) to Naiháti on the Eastern Bengal State railway (*Hooghly bridge branch*)	4·22		
	Ondál junction (115·80 miles from Howrah *vid* the main line) to Alipur (*Ondál loop*)	31·34		
	Ikrah junction on the Ondál loop (125·63 miles from Howrah *vid* the main line) to Domohani (*Ikrah branch*)	8·92		
	Sitarámpur junction (137·04 miles from Howrah *vid* the main line) to Domohani	6·99		
	Sitarámpur junction (137·04 miles from Howrah *vid* the main line) to Kátrásgarh (*Jherria branch*)	39·23		
	Salanpur (140·20 miles from Howrah *vid* the main line) to Shamdi (*Salanpur branch*)	5·53		
	2·05 miles from Barákar (144·52 miles from Howrah *vid* the main line) to Chanch (*Chanch branch*)	3·88		
	Line from mile 148¾ on Jherriah branch to Pandra (Pandra branch)	3·24		
	Dheria Joba (171·17 miles from Howrah *vid* the main line) to the Damoodur river (*Damoodur branch*)	9·77		
	Madhupur junction (182·38 miles from Howrah *vid* the main line) to Giridih (Kurhurbaree) (*Giridih branch*)	26·70		
	Mokameh junction (282·32 miles from Howrah *vid* the main line) to Mokameh ghât (*Mokameh ghât branch*)	3·70		
	Carried over	146·32	1,205·47	

Date of opening for public traffic.		
Main line—		Miles.
Howrah to Hooghly	15-8-54*	23·23
Hooghly to Pundooah	1-9-54*	14·31
Pundooah to Khána junction	3-2-55*	36·94
Khána junction to Raneegunge	3-2-55*	45·71
Raneegunge to Siársol	21-7-63*	1·70
Siársol to Sítarámpur	1-1-65*	15·15
Sítarámpur to Luckeeserai junction	1-1-71*	124·64
Luckeeserai to Dinapore	17-11-62*	82·42
Dinapore to Moghal Sarai	22-12-62*	125·92
Moghal Sarai to Mirzapur	1-1-64	39·28
Mirzapur to south bank, Jumna	4-4-64	52·64
Jumna bridge to Allahabad	15-8-65	2·75
Allahabad to Cawnpore	3-3-59	119·47
Cawnpore to Etáwah	1-7-61	86·46
Etáwah to Shikohabad	13-11-61	34·39
Shikohabad to Tundla junction	1-4-62	22·92
Tundla junction to Aligarh	1-3-63	48·56
Aligarh to Chola (Bulandshahr Road)	1-4-64	35·54
Chola to Delhi (south bank, Jumna)	1-8-64	41·27
Delhi terminus	1-1-67	1·78
		955·08
Loop line—		
Khána junction to river Adjai	3-10-58	19·00
River Adjai to Sainthia	3-9-59	25·12
Sainthia to Tinpahár	15-10-60	76·12
Tinpahár to Bhágalpur	1-11-61	69·12
Bhágalpur to Jamálpur	10-2-62	32·62
Jamálpur to Luckeeserai	17-11-62	28·41
		250·39
Branches—		
Main line—		
Bhadreswar branch	6-12-81	2·60
Hooghly bridge branch	15-3-87*	4·22
Ondál loop—		
Ondál to Babasole	1-5-64	2·03
Babasole to Mangalpur	1-1-63	2·74
Mangalpur to Toposi	2-2-63	2·65
Toposi to Ikrah junction—		
For coal traffic	15-4-94	2·42
Ikrah junction to Gourangdi	1-6-95	14·16
Gourangdi to Alipur—		
For goods traffic	30-3-95	7·54
Ikrah branch—		
For coal traffic	15-4-94	8·92
For passenger and goods traffic	1-1-95	
Jherria branch—		
Sítarámpur to Barákar	1-1-65	5·43
Barákar to Kátrásgarh	20-5-94(a)	33·80
		86·51
Carried over		1,205·47
		86·51

* These are the dates of opening the original single line which has

(a) The first seven miles of this extension were worked for coal traffic

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. **Standard gauge.**

Details of construction.	Remarks.
The earthwork and bridges generally are for a double line, except the superstructure of iron bridges. The line was originally laid almost entirely with wooden sleepers; but cast-iron plate sleepers have since been introduced, and these, as well as wooden sleepers, are used for renewals. The rails varying in weight from 74lb. to 82lb. to the yard, are being replaced by 85lb. steel rails. The line is double from Howrah to Moghal Sarai.	The experimental line from Howrah to Raneegunge was commenced in January 1851. The first section (23·23 miles) was opened on the 15th August 1854. The chord line from Khana junction to Luckeeserai junction, which now forms a part of the main line, was commenced in February 1866, and was opened through on the 1st January 1871. This line reduces the distance between Howrah and the Upper Provinces by 63·31 miles. A branch line of railway has been constructed by the Beerbhoom Coal Company from their colliery at Borreah to a point on the East Indian railway. It was opened for coal traffic at the end of February 1885. The commencement of work on the Hooghly bridge branch ([illegible] miles) was sanctioned on the 14th January 1884. The bridge was completed and opened for traffic on the [illegible] March 1887.
The Ondál loop is a single line throughout. The rails are laid on transverse timber sleepers and cast-iron bowl and plate sleepers. The Jherria branch is single throughout. The rails are iron, cut, 18′ 6″ long, and are laid on timber sleepers. The Giridih branch is constructed for a single line. The width of formation in the embankments is 16 feet.	The section of the Ondál loop from Toposi to Panooria and the Ikrah branch, were sanctioned for construction in July, and the Salanpur branch in August 1892. An extension of this line from Mohanpur towards Jamgram, about a mile long, was sanctioned for construction in September 1894. The Alipur branch of the Barákar Coal Company, extending from Alipur to Panooria, was purchased on the 29th March 1895 by the East Indian Railway Company for a sum of R1,00,000. It has since been worked as a part of the Ondál loop. The extension of the Jherria branch from Barákar to Kátrásgarh, including 2·88 miles of the Chanch branch, was sanctioned for construction, and orders for the commencement of work issued on the 9th March 1892. The construction of the remaining portion of the Chanch branch, one mile in length, was sanctioned in February 1896. The construction of the Damoodur branch was sanctioned in January 1894.

since been doubled.
from the 1st August 1893.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage. Miles.
I	East Indian—*contd.*			
	Brought forward .	146·32	1,205·47	
	Branches—contd.			
	Main line—concld.			
	Bankipore junction (337·74 miles from Howrah *viâ* the main line) to Gya (*Patna-Gya branch*) .	57·47		
	Bankipore junction (337·74 miles from Howrah *viâ* the main line) to Dígha ghât (*Digha ghât branch*)	5·53		
	Dildárnagar junction (433·66 miles from Howrah *viâ* the main line) to Târighât on the Ganges opposite Ghâzipur (*Târighât branch*)	12·00		
	Moghal Sarai (470·02 miles from Howrah *viâ* the main line) to Gya . . .	125·48		
	Bárun to Daltonganj, including colliery branch .	78·32		
	Naini junction (560·46 miles from Howrah *viâ* the main line, or 4·55 miles east of Allahabad) to Jubbulpore (*Jubbulpore branch*) . . .	223·58		
	Allahabad junction (565·01 miles from Howrah *viâ* the main line) to fort (*Allahabad fort branch*)	2·34		
	Cawnpore junction (684·48 miles from Howrah *viâ* the main line) to the corn market in the city (*Cawnpore city branch*) .	0·88		
	Shikohabad to Farukhabad	65·82		
	Tundla junction (828·25 miles from Howrah *viâ* the main line) to Agra fort (*Agra branch*) .	13·35		
	Hathras Road junction to Hathras City (*Hathras city branch*) . .	5·58		
	Loop line—			
	Nalháti (144·60 miles from Howrah *viâ* the loop line) to Azimganj (*Azimganj branch*)	27·48		
	Tinpahár junction (194·72 miles from Howrah *viâ* the loop line) to Rajmehal (*Rajmehal branch*) . . .	7·23		
	Sakrigali junction (213·28 miles from Howrah *viâ* the loop line) to the river Ganges (*Sakrighât branch*) . . .	1·99		
	Carried over .	773·37	1,205·47	

Date of opening for public traffic.		Miles.
Brought forward .		1,205·47
		86·51
Branches—concld.		
Main line—concld.		
Salanpur branch—		
For coal traffic .	7-9-94	4·29
	1-1-97	1·24
Chanch branch—		
For goods traffic .	1-2-93	2·88
	5-8-96	1·00
Damoodur branch .	30-6-95	8·00
	15-7-96	1·77
Kurhurbaree branch . .	1-1-71	26·70
Mokameh branch . .	1-5-83	3·70
Patna-Gya branch—		
Bankipore junction to Bankipore . .	2-6-79	0·25
Bankipore to Jehanabad	21-4-79	28·00
Jehanabad to Gya .	2-6-79	29·22
Dígha ghât branch . .	2-4-85	5·53
Târighât branch . .	5-10-80	12·00
Moghal Sarai Gya branch .	1-3-00	125·48
Jubbulpore branch . .	1-8-67	223·58
Allahabad fort branch .	3-3-59	2·34
Cawnpore city branch .	15-2-79	0·88
Agra branch . . .	1-4-62	13·35
Hathras city branch—		
For goods traffic . .	1-11-98	5·58
For passenger traffic .	10-1-99	
Loop line—		
Azimganj branch . .	15-7-92	27·48
Rajmehal branch . .	15-10-60	7·23
Sakrighât branch . .	1-1-94	1·99
Maharajpur branch .	31-10-96	2·36
	30-11-98	2·48
Sultangunge branch .	6-5-95	1·16
Monghyr branch . .	10-4-62	5·68
		630·68
Double—Main line and branches.		
Howrah to Serampore .	10-3-57	11·74
Serampore to Chandernagore . . .	1-2-58	8·38
Chandernagore to Hooghly	1-5-58	3·11
Hooghly to Magra . .	1-10-58	5·49
Magra to Pundooah . .	25-2-59	8·82
Pundooah to Burdwan .	1-10-59	28·72
Burdwan to Khána . .	1-1-59	8·22
Khána to Durgapur . .	1-6-70	31·35
Durgapur to Raneegunge .	2-9-70	14·36
Raneegunge to Sítarámpur	19-12-70	16·85
Sítarámpur to Luckeeserai	1-1-71	124·64
Luckeeserai to Burhee .	22-6-60	9·82
Burhee to Barh . .	22-2-68	27·10
Barh to Futwah . .	1-11-68	25·87
Futwah to Dinapore .	20-3-67	19·63
Dinapore to Bihta . .	13-8-68	10·93
Bihta to Arrah . .	28-3-70	13·50
Arrah to Buxar . .	13-8-68	42·67
		411·20
Carried over .		1,836·15
		411·20

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
	The Mokameh branch was originally 1·75 miles in length and was used for goods traffic only. When the terminus of the Tirhoot state railway was changed from opposite Barh to opposite Mokameh, this branch was extended about 0·75 mile and opened to passenger traffic on the 1st May 1883. Owing to alterations made during 1893, the length of this branch has now been increased to 3·63 miles.
The first 29 miles of the Patna-Gya branch are laid with rails, 64lb. to the yard, on the existing metalled road, with deviations in places. For the remainder a new alignment has been adopted.	The Patna-Gya branch was constructed by the State. The survey was carried out under orders issued by the Government of Bengal in April 1877, and construction was commenced on the 13th February 1878. The branch was worked by State agency from the date of opening up to the 1st January 1883, on which date it was made over to the East Indian Railway Company to be worked under an agreement. On the 1st July 1892 this branch was incorporated with the East Indian railway.
The country traversed by the Moghal Sarai-Gya line is comparatively flat. The most important rivers crossed are— Sone . . . . 93 spans of 100 feet Mohar . . . . 13 spans of 60 feet Budh . . . . 13 spans of 60 feet Punpun . . . . 8 spans of 60 feet	The branch from Bankipore to Digha ghât has been constructed to connect, by a ferry across the Ganges, with the Bengal and North-Western railway at Paleza ghât near Sonepore. Sanction to its construction was given on the 30th July 1884, and the branch was opened to traffic on the 2nd April 1885.
The permanent-way is of the East Indian railway standard design with double-headed rails 75lb. to the yard laid with cast-iron chairs and timber sleepers.	The Jubbulpore branch was commenced under contract in February 1863 and was completed in 3½ years.
The sharpest curves are 5,730 ft. radius and the steepest gradient is 1 in 400. The line is fenced near villages, round station yards, and for a short distance near each crossing. The type of fence is a five wire fence of the ordinary pattern adopted for state railways.	The line from Nalhâti to Azímganj, which was constructed by the Indian Branch (afterwards the Oudh and Rohilkhand) Railway Company, as a 4′ 0″ gauge line, was opened for traffic on the 21st December 1863. It was purchased by the State on the 31st March 1872 for a sum of £30,000. On the 1st April 1892 this line was incorporated with the undertaking, and on the 15th July 1892 opened on the standard gauge under the name of the "Azímganj branch."
Stone ballast procurable from the adjacent hills is used throughout.	The construction of the Sultangunge branch was sanctioned in March 1893.
On the Jubbulpore branch the land and earthwork are for a double line, but only one track is laid. The bridges and viaducts are also for a double line, but in girder bridges and viaducts the girders on the down side have not been erected. On the first 54 miles, rails 82lb. to the yard have been used; the rest of the line has rails 74lb. to the yard. The rails are generally laid on wooden sleepers of creosoted fir and sâl.	The East Indian railway was acquired by the State from the late guaranteed company on the 1st January 1880. On the 1st January 1889 the Dildárnagar-Ghâzipur state railway was incorporated with the East Indian railway. The Gwalior branch (late Scindia state railway), formerly worked by the East Indian railway, was acquired by the Indian Midland Railway Company on the 1st March 1889 and is now worked by that company.
The road on the Azímganj branch was formed by Government as for a first class metalled road, and one-half of the surface was made over to the Indian Branch Railway Company for a single track. The line was originally laid with 31lb. rails on teak, sâl, and pine sleepers. On its conversion to the standard gauge, the permanent-way was replaced by 82lb. iron rails laid on Denham-Olphert's plate sleepers over a bed of laterite ballast. The ruling gradient is 1 in 100. The line is unfenced throughout.	The East Indian Railway Company works, under agreement, the Tarkessur and the Delhi-Umballa-Kalka railways. The terms of working will be found in Appendices N and H to Part II of the Railway Administration Reports for 1887-88 and 1888-89, respectively.
The rest of the branches are laid with a single track, but the formation generally is for a double line. The rails are laid on wooden cross sleepers. The length of road laid with an additional sleeper per pair of rails is 1,974 miles, leaving 10·15 miles of very short branches which it is not considered necessary to provide with additional sleepers.	

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
I	East Indian—*concld.*	Miles.	Miles.	Miles.			Miles.
	Brought forward *Branches*—concld. *Loop line*—concld.	773·37	1,205·47		Brought forward		1,836·15 411·20
					Double—Main line and branches—concld.		
	Maharajpur to Maharajpur ghât (*Maharajpur branch*)	4·84			Buxar to Dildârnagar	15-4-82	22·46
					Dildârnagar to Zamânia	20-5-82	8·59
	Sultangunge (279·28 miles from Howrah *viâ* the loop line) to Sultangunge ghât (*Sultangunge branch*)	1·16			Zamânia to Sakaldiha	20-9-82	16·28
					Sakaldiha to Moghal Sarai	10-8-82	11·49
					Hooghly bridge branch	15-3-87	4·22
	Jamâlpur junction (296·39 miles from Howrah *viâ* the loop line) to Monghyr (*Monghyr branch*)	5·68			TOTAL DOUBLE LINE		474·24
			785·05				
	TOTAL			1,990·52	TOTAL OPEN MILEAGE		1,836·15
II	Bengal Central*—						
	Dum-Dum (4·25 miles from Calcutta on the eastern section of the Eastern Bengal State railway) *viâ* Baraset and Bongong to Khoolna		104·51		Dum-Dum junction to Dattapukur	2-4-83	14·25
					Dattapukur to Gobardânga	7-12-83	17·00
					Gobardânga to Bongong	22-4-84	12·00
					Bongong to Khoolna	16-2-84	61·26
							104·51
	Ranaghat (45·50 miles from Calcutta on the eastern section of the Eastern Bengal State railway) to Bongong		20·50		Rânaghat to Bongong	16-10-82	20·50
			125·01		TOTAL OPEN MILEAGE		125·01
	Branch— Dum-Dum Cantonment to Pattipookur		2·68	127·69			

* Although for convenience classed amongst the State railways, this line is the property of the Bengal Central Railway Company.

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES.

Standard gauge.

Details of construction.	Remarks.
The length of road relaid with steel rails up to the 31st December 1897 was 1,556·97 miles, as follows:	

	Miles.
Howrah district . .	180·55
Chord line . . .	369·07
Dinapore district . .	487·87
Allahabad district . .	279·31
Delhi district . . .	240·17
	1,556·97

The line is double fenced throughout, excepting the Azímganj branch and the Barákar-Kátrásgarh section of the Jherria branch which are unfenced.

There are no curves of less than 1,000 feet in radius.

The length and situation of gradients up to 1 in 100 are as shown below:

Section of line.	Length of gradients.	
	$\frac{1}{80}$.	$\frac{1}{81}$ to $\frac{1}{100}$.
Main line—		
Between 216 and 226 miles from Howrah ($\frac{1}{100}$)	...	6·64
Ondál loop—		
Between 125 and 147 miles from Howrah .	5·19	9·95
Shekhpur branch	1·40	3·52
Kurhurbaree branch	4·05	6·14

This line is single throughout. The permanent-way consists of flat-footed steel rails of the Vignole section, 62lb. to the yard, laid on sleepers of creosoted pine. Sâl sleepers are now being used for renewals instead of creosoted pine, and in all curves sâl sleepers have been put in at the joints in place of creosoted pine sleepers, and sâl sleepers have also been put in at the middle of pairs of rails in some of the curves.

At first the line was sand-ballasted, brick ballast being used at bridges and level-crossings and in a few short lengths where the soil was bad; but since then it has been decided to ballast the portion of the line between Dum-Dum junction and Singia, including sidings, with brick; this work is completed, and ballasting has also been done over curves and between Singia and Khoolna where the earth, of which the embankment is composed, is not very good.

The line is fenced throughout; iron gates are provided at level-crossings.

Viaducts and bridges are constructed for a single line.

There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.

Remarks:

The surveys were carried out by the Government of Bengal in 1877-78, and construction was commenced by the Company in March 1881.

The original contract with the company having been altered, a fresh guarantee of 3½ per cent. was given under the new contract with the Secretary of State—*Vide* Appendix H to Part II of the Railway Administration Report for 1886-87—which came into force with retrospective effect as from the 1st July 1885.

The line was worked by the Eastern Bengal State railway under an agreement (the terms of which will be found in Appendix R to Part II of the Railway Administration Report for 1890-91) till the 31st December 1896, when it was made over to the Company.

An estimate for surveying suitable lines for independent passenger and goods termini for the Bengal Central Railway from Dum-Dum Cantonment station was sanctioned by Government in April 1897.

An estimate for surveying a line from Bongong to Kotchandpur was sanctioned by Government in January 1898; but the Government of India have expressed themselves in favour of the construction of a line from Shibnibash (Kissengunge) to Kotchandpur and Magura.

An estimate for surveying a line from Muxudpore at the 40th mile of the proposed Singhia-Madaripore extension to Majeegati, a place opposite Kaulipara, was sanctioned by Government in June 1898.

A survey of the proposed Madhyamgram (Chandipore)-Taki branch line was completed by the Company on behalf of Messrs. Barry & Co. of Calcutta.

APPENDIX

Railways constructed and in

Standard gauge.

STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
III	**Bengal-Nágpur—**			*Main line—*		
	Main line—			Ásansol to Damoodur—		
	Ásansol (131·75 miles from Howrah on the chord line, East Indian railway) to Biláspur . . .	371·47		For coal traffic . .	12-6-89	5·10
				For passenger and goods traffic . . .	14-12-89	
	Biláspur to Nágpur (519·41 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway) . . .	255·22		Damoodur to Purulia .	14-12-89	41·72
			626·69	Purulia to Chakardharpore—		
				For goods traffic . .	22-1-90	72·25
				For passenger traffic .	1-4-90	
				Chakardharpore to Goilkera—		
				For goods traffic . .	15-5-90	21·06
				For passenger traffic .	28-3-91	
				Goilkera to Jharsuguda—		
				For goods traffic . .	1-2-91	105·09
				For passenger traffic .	28-3-91	
				Jharsuguda to Raighar—		
				For goods traffic . .	20-4-90	44·35
				For passenger traffic .	1-8-90	
				Raighar to Biláspur—		
				For goods traffic . .	10-2-90	81·90
				For passenger traffic .	24-3-90	
				Biláspur to Raipur—		
				For goods traffic . .	10-1-89	68·35
				For passenger traffic .	14-2-89	
				Raipur to Ráj-Nándgaon .	4-12-88	41·99
				Ráj-Nándgaon to Nágpur	27-11-88	144·88
	Carried over .		626·69	Carried over .		626·69

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. **Standard gauge**

Details of construction.	REMARKS.
The line from Nágpur to Ráj-Nándgaon was originally constructed on the metre gauge with rails weighing 40lb. to the yard, laid on creosoted pine, sál, and teak wood sleepers. It has since been converted to the standard gauge. This has necessitated the rebuilding of many bridges, the changing of girders, and the flattening of curves. On the main line the rails are 75lb. steel, flat-footed, laid on 10 transverse steel sleepers and 2 wooden sleepers per rail, 30 feet long, except between Nágpur and Kamptee, where 12 sleepers per rail are used. Owing to the large number of tributaries of the Mahanadi river which the line crosses, the amount of bridging on the first 220 miles out of Ráj-Nándgaon is exceptionally heavy. On the Biláspur-Umaria section the permanent-way consists of 75lb. section flat-footed steel rails laid on transverse steel sleepers except between Bilaspur and Khodri where 2 sál slpeers have been added to each rail joint. Between Khodri and Khongsara the line passes over high banks and through heavy cuttings. The ruling gradient is 1 in 100, and the curves are 1,000 feet in radius. This section includes a tunnel 1,000 feet long, and a viaduct of 2 spans of 200-feet girders, 116 feet high. The Bengal-Nágpur railway is ballasted throughout with good stone, except for a few miles on the Chakardharpore district, where laterite is used. The line is unfenced, except between Nágpur and Kamptee and at the more important stations.	Sanction for the construction of the standard gauge line was received in July 1884, and orders were at once issued for the acquisition of land and commencement of earthwork. Owing to the negotiations for the formation of a company to construct and work this line not having been completed and to financial pressure, work had to be suspended in 1885, with the exception of the acquisition of land and preparation of estimates. In 1887 the Bengal-Nágpur Railway Company was formed under contract with the Secretary of State, and took over the metre gauge line from Nágpur to Ráj-Nándgaon, 149 miles. Of this length, 145·50 miles have been converted to the standard gauge, and the Tumsar branch, 3·50 miles, has been abandoned. The whole system extends from Ásansol, on the East Indian railway, to Nágpur, the eastern terminus of the Great Indian Peninsula railway, with branches from Jharsuguda to Sambalpur and from Biláspur *viâ* the Umaria coal mines to Katni. There is also a branch from near Ásansol to the Sanctoria collieries. The line has also been extended from Sini to Khargpur and from Barang, on the East Coast State Railway, to Howrah and Shalimar on the River Hooghly and a branch from Khargpur to Midnapore. The Umaria-Katni line was taken over by the Company on the 1st April 1888. The dates of orders for survey and construction, and of opening, of the original metre gauge line are as follows: *Dates for survey.* Nágpur to Dongargarh, 4th February 1871. Extension from Dongargarh, 11th September 1880. *Dates for construction.* Nágpur to Dongargarh, 9th May 1878. Dongargarh to Ráj-Nándgaon, 15th March 1881. *Dates of opening.* (see below) The line was opened through for goods traffic on the 1st February 1891, and for passenger traffic on the 28th March 1891. The Saranda tunnel was completed and opened for traffic on the 1st October 1892. It is lined almost throughout.

Dates of opening.

		Miles.
Nágpur to Tumsar—		
For goods traffic	6-4-80	53
For passenger traffic—		
Nágpur to Kamptee (9 miles) .	26-7-80	
Kamptee to Tumsar (44 miles) .	8-11-80	
Dowháli junction (Tumsar road) to Tirora	21-2-81	13
Tirora to Gondia	18-5-81	18
Gondia to Amgaon . . .	25-11-81	14
Amgaon to Ráj-Nándgaon—		
For goods traffic . . .	16-12-82	51
For passenger traffic . .	7-2-83	
TOTAL MILEAGE NOW CONVERTED TO STANDARD GAUGE		145·50*

* Excluding the branch line from Dowháli to Tumsar (3·50 miles) which has been abandoned.

APPENDIX

Railways constructed and in

Standard gauge. **STATE LINES WORKED**

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Date	Miles.
		Miles.	Miles.			Miles.
III	Bengal-Nágpur—*concld.*			Brought forward		626·69
	Brought forward		626·69	*Branches—*		
	Branches—			*Sanctoria coal branch—*		
				Damoodur to the Sanctoria collieries—		
				For coal traffic	12-6-89	7·03
	Damoodur (5·10 miles from Ásansol junction) to the Sanctoria collieries (*Sanctoria coal branch*)	7·03		*Sambalpur branch—*		
				Jharsuguda to Sambalpur—		
				For goods traffic	1-2-93	30·23
				For passenger traffic	10-3-93	
	Jharsuguda (245·22 miles from Ásansol) to Sambalpur (*Sambalpur branch*)	30·23		*Katni branch—*		
				Bilaspur to Birsinghpur—		
	Bilaspur to Katni (*Katni branch*)	196·93		For goods traffic	1-2-91	142·57
			234·19	For passenger traffic	9-3-91	
				Birsinghpur to Umaria—		
				For goods traffic	11-5-90	18·48
				For passenger traffic	9-3-91	
				Umaria to Katni	2-11-86	35·88
						234·19
				Sini to Khargpur—		
				For goods traffic	1-6-98	99·50
	Sini (530·41 miles from Nágpúr on the Bengal-Nágpúr railway, main line) to Khargpur	99·50		For passenger traffic	20-9-98	
				Kolaghat to Khargpur—		
	Khargpur to Howrah	72·03		For goods traffic	17-12-98	35·53
	Khargpur to Barang (Cuttack), on the East Coast State railway	188·50		For passenger traffic	6-3-98	
			360·03	*Khargpur to Balasore—*		
				For goods traffic	17-12-98	71·75
	Khal bridge to Kola riverside station (*Kola river side branch*)		1·00	For passenger traffic	6-3-99	
	Khargpur to Bujudih		122·39	*Balasore to Barang (Cuttack)—*		
				For goods traffic	10-1-99	116·75
				For passenger traffic	6-3-99	
	TOTAL		1,344·30			323·53
				Khargpur to Cossye river—		
				For goods traffic	20-12-99	5·75
				For passenger traffic	1-2-00	
				TOTAL OPEN MILEAGE		1,190·16
				Main line—		
				Bhopal to Jhánsi	1-1-89	180·49
IV	**Indian Midland—**			Jhánsi to Gwalior	1-3-89	60·39
				Gwalior to Hetampur	20-12-79	32·40
	Main Line—			Hetampur to Dholpur	15-5-81	8·55
	Bhopal (57·11 miles from Itársi on the Bhopal-Itársi railway) to Jhánsi	180·49		Dholpur to Agra Cantonment	10-1-78	33·69
						315·52
	Jhansi *viá* Gwalior to Agra Cantonment	135·03		*Branches—*		
			315·52			
	Branches—			*Mánikpur branch—*		
	Jhánsi to Mánikpur (617·50 miles from Howrah on the Jubbulpore branch of the East Indian railway) (*Mánikpur branch*)	180·37		Jhánsi to Mau Ranipur	5-6-89	39·96
				Mau Ranipur to Bánda	1-8-89	78·96
				Bánda to Mánikpur	15-2-89	61·45
						180·37
	Jhánsi to Cawnpore transfer sidings (684·75 miles from Howrah on the East Indian railway) (*Cawnpore branch*)	135·22				
	Carried over	315·59	315·52	Carried over		495·89

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Standard gauge.

Details of construction.	Remarks.

The Sambalpur branch is laid with the same type of permanent-way as the main line but no sâl sleepers have been added at rail joints. The work is fairly heavy and contains one bridge of six spans of 100-feet girders across the Bonum river.

The Umaria-Katni section which was originally laid with second-hand East Indian railway permanent-way on timber sleepers (82lb. rails on three-fourths of the distance and 74lb. rails on the remainder), is now being relaid with 75lb. flat-footed rails on transverse steel sleepers. Thirty-four miles have been relaid up to date.

The ruling gradient is 1 in 100. The curves are 1,910 feet in radius and upwards. Earthwork is heavy and there was much rock-cutting. The only noteworthy bridge is over the Mahánadi, which separates the Central Provinces from Rewah. This bridge consists of four spans of 100 feet, one of 80 feet, and one of 40 feet.

This line has been laid with steel rails weighing 85lb. to the yard on cast-iron pot sleepers.

The important bridges are those over the Koakhye, Katjoori, Mahánadi, Beroopa, Brahmini, Byturni, Boora Bolong, Lower Subanarikha, Cossye, Roopanarain, Damoodur, Upper Subanarikha and Korkai rivers.

The length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are shown in the statement below:—

Section of line.	Length of gradients.		Curves under a radius of 1,000 feet.	
	1/80	1/100	Length.	Radius.
Main line—	Mile.	Miles.	Mile.	Feet.
Between 160 and 161 miles from Nágpur .	...	0·19	...	...
" 341 " 363 " " " .	...	7·36	...	...
" 419 " 437 " " " .	...	5·83	...	...
" 472 " 491 " " " .	...	13·01	...	...
" 531 " 624 " " " .	...	23·44	...	...
Sanctoria coal branch	0·15	1·36	0·28	800
Katni branch—				
Between 299 and 317 miles from Nágpur .	...	12·06	...	...
" 378 " 387 " " " .	...	4·53	...	...
" 418 " 423 " " " .	...	1·59	...	...
" 438 " 439 " " " .	...	0·61	...	...
Sambalpur branch—				
Between 385 and 413 miles from Nágpur .	...	8·90	...	...

The survey of the Sambalpur branch was sanctioned in October 1890. Orders for construction issued in July 1891, and work was commenced in October 1891.

The surveys of the Sini-Midnapore-Howrah and Midnapore-Barang (Cuttack) sections were carried out by Government. Sanction for construction was given in August 1895, and work was started by the Bengal-Nágpúr Railway Company in December 1895.

The construction of the bridge over the Mahánadi delta round Cuttack, to connect directly with the East Coast State railway, was sanctioned in March 1897, and completed in March 1900.

The construction of the Khargpur-Midnapore section of the Midnapore-Jherriah branch was sanctioned in January 1899, and work was commenced in the same month, and completed up to the Cossye river in January 1900.

The main line and branches are constructed for a single line with flat-footed steel rails 80lb. to the yard and oval pot sleepers weighing 92lb. each bowl, excepting the line from Cawnpore to the south bank of the Jumna river near Kálpi, where the rails are 75lb. to the yard, double-headed, laid on Denham-Olphert's sleepers, with 20 feet width formation. There were no engineering difficulties on this section.

From Bhopal to Jhánsi the ruling gradient is 1 in 200, aggregating 74·83 miles in length and from Jhánsi to Cawnpore, 1 in 100, of which there are four in number aggregating 5·41 miles in length.

The chief bridges are—

	Spans.	Feet.
Betwa (Markrari) .	9 of	150
Narain . . .	4 "	150
Bína . . .	4 "	150
Keotan . . .	5 "	100
Newan . . .	8 "	60
Betwa (Bhilsa) .	4 "	100 and 5 of 75

From Jhánsi to Gwalior the ruling gradient is 1 in 150, of which there are nine in number, aggregating 10·63 miles in length. There are heavy rock cuttings in the Antri pass and a bridge of 9 spans of 100 feet and 1 of 6 feet over the Sindh river.

On the 2nd October 1885 the Indian Midland Railway Company, Limited, entered into a contract with the Secretary of State for the construction of this line, which embraces the original projects for the Bhopal-Jhánsi-Cawnpore, the Jhánsi-Gwalior, and the Jhánsi-Mánikpur railways, with the section from Bína to Saugor of the Biláspur-Etáwa state railway.

The contract also provides for the extension from Saugor to a point on the East Indian railway near Katni. Sanction was given to the construction of this line in December 1895.

Work was started on the several sections of the Indian Midland railway on the dates given below:

Cawnpore-Kálpi . . .	Oct.	1884
Kálpi-Jhánsi	Jan.	1886
Bhopal-Bhílsa	Mar.	1886
Bhílsa-Básoda	Apl.	1886
Jhánsi-Lalitpur	May	1886
Básoda-Lalitpur	June	1886
Jhánsi-Gwalior	Aug.	1886
Bína-Saugor	Aug.	1887
Saugor-Damoh	Dec.	1895
Damoh-Katni	Jan.	1896

APPENDIX

Railways constructed and in

STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles
IV	**Indian Midland**—*concld.*					
	Brought forward .	315·59	315·52	Brought forward .		495·89
	Branches—concld.					
	Bína (143 miles from Itársi on the main line) to Saugor (*Saugor branch*) . .	46·24		*Cawnpore branch*—		
				Jhánsi to Chaunrah .	1-2-88	95·00
				Chaunrah to Cawnpore .	1-4-86	40·22
						135·22
	Bína (143 miles from Itársi on the main line) to the point of junction with the Bína-Goona railway	2·00		*Saugor branch*—		
				Bína to Saugor . .	5-6-89	46·24
	From joint boundary of the Indian Midland and Bhopal-Itársi railways at Bhopal to point of junction with Bhopal-Ujjain railway . . .	0·21		Bína to point of junction with Bína-Goona railway— For goods traffic . 1-5-95; For passenger traffic 23-9-95		2·00
				Bhopal to point of junction with Bhopal-Ujjain railway— For goods traffic . 11-11-95; For passenger traffic 11-4-96		0·21
	Saugor (189 miles from Itársi on the main line) to a point on the East Indian railway at or near Katni (*Katni branch*)	115·71		*Katni branch*—		
				Saugor to Damoh .	26-3-98	47·83
				Damoh to Katni . .	1-1-99	67·88
	From centre of Katni Murwara Station to junction with Bengal Nágpur Railway .	0·71		From centre of Katni Murwara Station to junction with Bengal Nágpur Railway .	1-1-99	0·71
	Connecting link with East Indian Railway at Katni Murwara from points in Indian Midland Railway main line to junction with East Indian Railway . . .	0·27	480·73	Connecting link with East Indian Railway at Katni Murwara from points in Indian Midland Railway main line to junction with East Indian Railway .	1-1-99	0·27
	TOTAL .		796·25	TOTAL OPEN MILEAGE .		796·25
V	**Bhopal-Itársi** (British section)—(See Bhopal-Itársi—classification No. xxx)					
VI	**Godhra-Rutlam-Nágdá**—					
	Godhra (318·71 miles from Bombay, Colaba) on the Bombay, Baroda and Central India railway *viá* Rutlam to Nágdá . . .		141·14	Godhra to Limkhérá .	16-1-93	25·09
				Limkhérá to Dóhad . .	7-3-94	19·55
				Dóhad to Rutlam . .	22-10-94	70·46
				Rutlam to Nágdá— For goods traffic . 11-5-96; For passenger traffic . 1-6-96		26·04
				TOTAL OPEN MILEAGE .		141·14

D—continued.

progress on the 31st March 1900.

BY COMPANIES. Standard gauge

Details of construction.	REMARKS.
From Jhánsi to Mánikpur the steepest gradient is 1 in 125, of which there are seven in number, aggregating 5·21 miles in length. From Saugor to Katni, the ruling gradient, *against* the coal traffic, is 1 in 200 and *with*, 1 in 100. There are thirty-two of the former grades, aggregating 47·29 miles and four of the latter, aggregating 6·17 miles. The line is laid with 80lbs. steel rails on cast iron pot sleepers. The important bridges are those over the Bewas river (3-100 feet), Sonar (8—100 feet), Kopra (4-100 feet), Bearmi (11-100 feet) and the Bhoja Kho viaduct (5-100 feet spans with 30 feet arched approaches). There are heavy rock cuttings at the 16th, 18th and the 65th to 85th mile from Saugor. Fencing has been erected through Saugor Cantonments and at Damoh and Katni Murwara station only. There are no curves under a radius of 1,000 feet. The line is fenced throughout except between Bánda and Jhánsi on the Jhánsi-Mánikpur section. The principal bridges are— Spans. Feet. Betwa (Sujanpura) . 13 of 150 and 1 of 60 Dhassan (Mau) . . 13 „ 100 Ken . . . . . 1 „ 250 and 12 of 100 Bagain . . . . 8 „ 100 Borwa . . . . 1 „ 100 and 4 of 40 Paisuni . . . . 4 „ 100 Ohan . . . . 1 „ 100 and 4 of 40 The Jumna bridge at Kálpi, 10 spans of 250 feet, is the only important work between Cawnpore and Jhánsi. It was finished in November 1887. The piers and abutments are built of sufficient width to take a second line of rails. The only important works on the Bína-Saugor branch are the heavy cuttings at Banhat and the Dhassan bridge (4 spans of 100 feet). There is also a grade of 1 in 100—the steepest on the line—for a length of 3·37 miles. The late Sindia state railway, which now forms a part of the Indian Midland railway, extends from Agra Cantonment to Gwalior. The track was originally laid with iron rails 62lbs. to the yard on transverse deodar sleepers; the latter from time to time as they deteriorated have been renewed with Indian Midland railway pot sleepers. Up to the end of 1899 the Company have also relaid 43·46 miles of track with Indian Midland railway steel rails 80lbs. to the yard. The principal work on this section is the bridge over the Chambal river which consists of 12 spans of 186 feet each and 2 spans of 136 feet each. The ruling gradient is 1 in 151·50, of which there are three in number, aggregating 3·60 miles in length.	The Jhánsi-Mánikpur section was originally sanctioned on the 23rd August 1883, but work was stopped on the 31st March 1885. A revised estimate was sanctioned on the 25th January 1886, and work was resumed about that date. The length, 2·00 miles, from the Bína station to the point of junction with the Bína-Goona railway was sanctioned for construction on the 5th June 1893, and that from the joint boundary of the Indian Midland and the Bhopal-Itársi railways at Bhopal to the point of junction with the Bhopal-Ujjain railway, 0·21 mile, on the 7th July 1894. On the 1st January 1889 the Indian Midland Railway Company took over the working of the Bhopal-Itársi railway. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94. Under the provisions of the contract the Indian Midland Railway Company has acquired the late Sindia state railway and worked it from the 1st March 1889. The supplementary contract for the transfer of this line will be found in Appendix H to Part II of the Railway Administration Report for 1890-91. The Company also works the Bína-Goona and the Bhopal-Ujjain railways. The terms of working will be found in Appendices EE, GG and HH, respectively, to Part II of the Railway Administration Report for 1896-97.
The line traverses a very difficult country, the greater part being on a gradient of 1 in 200; the steepest gradient on the line is, however, 1 in 100; it is situated in the 1st mile from Godhra and is 1,400 feet in length. There are no curves under a radius of 1,000 feet. The rails are flat-footed, steel, 75lb. to the yard, laid on steel trough sleepers from mile 0 to 84½ and mile 114 to 117, on deodar sleepers from mile 84½ to 114 and mile 122 to 123 with bits of steel sleepers in three places, and on creosoted pine sleepers from mile 117 to 122 and mile 123 to 140¾.	The line from Godhra to Rutlam was surveyed in 1883 and 1884, but on the representation of the Bombay, Baroda and Central India Railway Company a re-survey was ordered in October 1886. Sanction to the commencement of work was given on the 29th October 1890, and work was started on the first section—from Godhra to the 24th mile—on the 1st January 1891. In June 1891 work was started from Rutlam to the 60th mile, and between the 60th and 24th miles. The construction of the line from Rutlam to Nágdá was sanctioned and orders for the commencement of work

APPENDIX

Railways constructed and in

STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
VI	**Godhra-Rutlam-Nágdá**—*concld.*				
VII	**Wardha Coal**—				
	Wardha (471·25 miles from Bombay, Victoria terminus), on the Nágpur branch of the Great Indian Peninsula railway to Warora	44·88	Wardha to mile 18·44 .	1-2-74	18·44
			Mile 18·44 to mile 40·88 (for coal traffic only) .	24-12-75	22·44
			Mile 40·88 to Warora (for coal traffic only) .	26-4-76	4·00
			Mile 18·44 to mile 21 (for public traffic) .	16-6-77	
			Mile 21 to Warora (mile 44·88), for public traffic .	7-11-77	
			TOTAL OPEN MILEAGE .		44·88
VIII	**Dhond-Manmád**—				
	Dhond (166·06 miles from Bombay, Victoria terminus), on the south-east line of the Great Indian Peninsula railway, to Manmád (161·66 miles from Bombay, Victoria terminus), on the north-east line of the Great Indian Peninsula railway .	145·44	Dhond to Ahmednagar .	15-3-78	50·41
			Ahmednagar to Manmád .	17-4-78	95·03
			TOTAL OPEN MILEAGE .		145·44
IX	**Bezwada extension (East Coast State)***—				
	Hyderabad frontier to Bezwada (91·00 miles from Gódávari North on the East Coast State railway)	20·58	Hyderabad frontier to Bezwada .	10-2-89	20·58
X	**Agra-Delhi chord**—				
	Agra to Delhi .	[illegible]·16			
	TOTAL STATE LINES WORKED BY COMPANIES (STANDARD GAUGE) . .	4,745·07†			4,312·72†

* Although forming an integral part of the East Coast State railway, this line is shown separately, as it is worked by the Nizam's State Railways Company

† Including the length (1[illegible]·11 miles) of the Bhopal-Itársi railway (British section) which has been shown under "xxx—Bhopal-Itársi, Native state section)."

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
The line is fenced with wire from mile 0 to mile 35 and then in different sections making an aggregate of 76¼ miles. The rest of the line is unfenced. The ballast is of stone or gravel. The ruling gradient is 1 in 200 of which there are 70 in number aggregating 72·19 miles in length.	issued in December 1894, and work was started in March 1895. The contract for the maintenance and working of this line by the Bombay, Baroda and Central India Railway Company is printed as Appendix J to Part II of the Railway Administration Report for 1893-94 and Appendix T to Part II of the Railway Administration Report for 1897-98.
The line is constructed for a single track. There are 18 miles of 69lb. double-headed steel rails and [illegible] miles of 68lb. iron rails. The sleepers throughout are of half-round teak and the ballast is all broken stone. The line is fenced throughout. There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet.	This line was constructed to carry coal from the Warora mines to the Great Indian Peninsula railway, and also for the benefit of Hinganghât, a great cotton mart. The orders for the survey of the line were issued on the 3rd January [illegible]. Sanction for the construction of the first 18 miles was given on the 5th February 1872, and for the remainder on the 1st April 1874. The line has been worked and maintained by the Great Indian Peninsula Railway Company from the 1st January 1891. The terms of working will be found in Appendix I to Part II of the Railway Administration Report for 1890-91.
The line is constructed for a single track; the rails are chiefly double-headed steel, 69lb to the yard, laid on iron pot sleepers. The ballast consists entirely of sand and shingle,—shingle being used for the most part between Dhond and Lákh and sand between Lákh and Manmád. The line is fenced with wire fencing throughout. The ruling gradient is 1 in 100 and extends over a length of 30·10 miles. There are no curves under a radius of 1,000 feet.	The dates of orders for survey and construction are the 18th March 1876 and 25th August 1877, respectively. The object of this chord line is to connect the railway system of Northern and Southern India without the necessity of ascending and descending the great barrier of the Western Ghâts. The line was put in hand for famine relief purposes in 1877, and was laid throughout before the rains of 1878. The line is worked and maintained, under agreement, by the Great Indian Peninsula railway. The terms of working will be found in Appendix W to Part II of the Railway Administration Report for 1881-82.
The Bezwada extension runs through an open and fairly level country, mainly composed of black cotton soil. It is constructed for a single track, and is laid with 66¼ lb. steel rails on pea-pod sleepers. There are no large bridges, and the line is fenced only at stations. A grade of 1 in 100, 0·32 mile in length, is the steepest on this line. There are no curves under a radius of 1,000 feet.	The line was sanctioned for construction on the 26th November 1886. It was amalgamated with the East Coast State railway on the 1st January 1895, and from the same date the length between the north distant signal of the Bezwada station and the frontier of His Highness the Nizam's dominions was made over to the Nizam's Guaranteed State Railways Company to be worked, on behalf of the State, as part of their system. The extension is maintained by the East Coast State Railway.
	[illegible] construction on the 5th

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.		Miles.
				Miles.			
XI	North Western—						
	MAIN LINE AND BRANCHES (Commercial)—				MAIN LINE AND BRANCHES (Commercial)—		
	Main line—				*Main line*—		
	Gháziabad (13 miles east of Delhi on the East Indian railway), to Amritsar . .	303'14			Gháziabad to Meerut City .	18-4-67	27'33
	Amritsar to Lahore . .	32'30	335'44		Meerut City to Umballa Cantonment . .	1-1-69	121'02
					Umballa Cantonment to Ludhiána . .	12-10-69	70'66
					Ludhiána to Phillour . .	15-10-70	8'28
					Phillour to Jullundur Cantonment . .	1-4-70	24'12
					Jullundur Cantonment to Beas	15-11-69	25'53
					Beas to Amritsar . .	1-11-67	26'20
					Amritsar to Lahore . .	10-4-62	32'30
							335'44
					Temporary line on metre gauge (62 miles), Lahore to Wazirabad, 12th April 1875.		
					Wazirabad to Naurungabad (38'00 miles), 10th April 1876.		
					Naurungabad to Jhelum (2'75 miles), 14th September 1876.		
	Lahore to Lála Músa . .	82'25			Lahore to Jhelum . .	6-10-78	103'12
	Lála Músa to Jhelum . .	20'87			The line was opened by sections on the standard gauge, using temporary diversions near Domeli, thus—		
	Jhelum to Ráwalpindi . .	76'38	179'50		Jhelum to Ratial, 1st January 1880 (15 miles).		
					Ratial to Ráwalpindi, 1st October 1880 (56 miles).		
					The diversions were abolished on 8th May 1882, and the complete $\frac{1}{60}$-graded through line established thus—		
					Jhelum to Ráwalpindi (70'50 miles).		
					But again in 1888, and in subsequent years up to date, various alignments in connection with the improvements of grades to $\frac{1}{100}$ have been opened, and the present length of line on 31st March 1897 is—		
					Jhelum to Ráwalpindi .		76'38
							179'50
	Carried over		514'94		Carried over .		335'44 179'50

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. Standard gauge.

Details of construction.	Remarks.
From Gháziabad to Phillour the earthwork and the bridge foundations and superstructure are for a single line. The original 60lb. bull-headed iron (steel-faced) rails on wooden and cast-iron round pot sleepers are being renewed with steel rails. Up to the 31st March 1900, 91·84 miles have been relaid with 68lb. bull-headed steel rails, 17·01 miles with 68lb. double-headed steel rails, 17·19 miles with 73lb. bull-headed steel rails, 100·37 miles with 75lb. flat-footed steel rails and 0·88 mile with flat-footed 70lb. steel rails. On the Phillour-Amritsar section, the earthwork from Amritsar to the Beas (26·20 miles) is for a double line; the rest is for a single line. The bridge foundations and superstructure are, with some exceptions, for a single line. The original Delhi section bull-headed 60lb. rails have been renewed with the bull-headed 68lb. rails. From Phillour to Amritsar the rails are laid on wooden sleepers for 33·00 miles, and on cast-iron (oval and round) pots for 42·15 miles. On the Beas bridge (0·70 mile), the rails are flat-footed, 70lb. steel, laid on longitudinal timbers. From Amritsar to Lahore the earthwork and bridges are for a single line; 12·80 miles have been relaid with bull-headed 68lb. steel rails, of which 8·70 miles are on cast-iron pots and 4·10 miles on wooden sleepers; the remaining 19·50 miles of the old Punjab section 68lb. rails have been relaid with 75lb. flat-footed and 68 lb. double-headed steel and 73 lb. bull-headed steel rails on wooden sleepers.	The first period of the contract with the Sind, Punjab and Delhi Railway Company having expired, the State assumed charge of the undertaking on the 1st January 1886 and amalgamated it with the Punjab Northern, the Indus Valley, the Sind-Sagar, and the southern section of the Sind-Pishin State railways to be worked as one Imperial system under the name of the North-Western State railway. The section from Gháziabad to Amritsar (first called the Delhi Railway and subsequently incorporated in the late Sind, Punjab and Delhi railway) was commenced early in 1864 under a system of petty contracts. On the 3rd May 1865 Messrs. Brassey & Co. entered into a contract for the construction of the line in five years. The line was opened out from both ends towards the Sutlej bridge. The completion of the Sutlej bridge caused an extra year to be added to the term of the contract, and prevented the earlier completion of the line. The section from Amritsar to Lahore was commenced on the 8th February 1859.
The line from Lahore to Peshâwar is constructed for a single track. From mile 823 to 825, the old flat-footed 60lb. iron rails have been replaced by flat-footed 75lb. and 73 lb. bull-headed steel rails on Indian Midland railway iron pots and wood sleepers. From* mile 825·50 to 826·45 the old flat-footed 60lb. iron rails have been replaced by flat-footed 75lb. steel rails on wooden sleepers; from mile 826·45 to 848, the old flat-footed 60 lb. iron rails have been replaced by double-headed 75lb. steel rails on wooden sleepers. From mile 848 to Gujrát the rails are 75lb. flat-footed steel, excepting one length of 1·58 miles, where flat-footed 62lb. steel rails are laid. The sleepers throughout are wooden. From Gujrát to Peshâwar Cantonment the rails are 6[illegible]lb. steel, with the exception of isolated lengths, aggregating 88·93 miles of track, of 75lb. flat-footed steel, and 4·85 miles of 64lb. double-headed rails. The whole length is laid with wooden sleepers, except 40·41 miles with steel sleepers and 6 miles with cast-iron oval pots.	The dates of orders for survey and construction of the Lahore-Peshâwar section are as follow: *Dates for survey.* Jhelum to Ráwalpindi, 8th November 1864. Lála Músa to Miani junction, September 1877. Ráwalpindi to Khusálgarh, September 1879. Jhelum to Ráwalpindi for improvement of grades, February 1886.

* From mile 825 to 825·50 old 60lb. flat-footep iron rails are in the road.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XI	North Western—*contd.* Miles.	Miles.	Miles.
	Brought forward . 514·94		Brought forward . { 335·44 / 179·50 }
	MAIN LINE AND BRANCHES (Commercial)—*contd.*		MAIN LINE AND BRANCHES (Commercial)—*contd.*
	Main line—		*Main line*—
	Ráwalpindi to Pesháwar Cantonment 107·89		Ráwalpindi to Háji Shah (59 miles) opened on 1st January 1881, and Háji Shah to Fort Attock (4 miles) on 1st May 1881; but this aggregate of 63 miles to Fort Attock was reduced to 58¼ miles to Attock bridge, consequent on the opening of the permanent line between Golra and Margala and the section from mile 1,048½ to 1,058 (Campbellpur to Khairabad) on 31st May 1883.
			Thus, Ráwalpindi to Attock bridge . . . . 61·61
			Attock to Khairabad . 31-5-83 2·38
			Khairabad to Pesháwar City 1-5-82 41·25
			Pesháwar City to Peshawar Cantonment . 1-1-83 2·65
			287·39
	Branches—		*Branches*—
	Siálkot branch—		*Siálkot branch*—
	Wazirabad to Siálkot . . . 26·50		Wazirabad to Siálkot 1-1-84 26·50
	Carried over . 649·33		Carried over . 649·33

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. Standard gauge.

Details of construction.

The chief works on the Lahore-Ráwalpindi section are the bridges over the Ravi, Chenab, Jhelum and Sohan; the passage through the Salt Range north of the Jhelum; the heavy engineering works in the hilly districts between Jhelum and Ráwalpindi, where the original $\frac{1}{50}$ grades have now been improved to $\frac{1}{100}$; and the Taraki quarry.

The chief works on the Ráwalpindi-Peshávar section are the Indus (Attock) and the Haro bridges; and the tunnels at the Margala pass and the approach to the Indus.

The main line has, for the most part, a wire fencing on both sides. The section from Lála Músa to Peshávar is, however, only partially fenced.

The line from Wazirabad junction to the frontier of the Kashmir state is constructed for a single track. The rails are as noted below:

62lb. flat-footed steel on wood sleepers	10·15 miles	From Wazirabad to the frontier of the Kashmir state.
70 " " " "	1·50 "	
60 " " iron "	22·10 "	
60 " " " on steel sleepers	1·75 "	
75 " " steel on wood "	0·08 "	
	35·58	

On the Kashmir section, the ballast used is broken stone of excellent quality.

Both sections are unfenced.

REMARKS.

Dates for construction.

Lahore to Jhelum	2-10-69
Jhelum to Ráwalpindi	17-9-77
Lála Músa to Miani	24-7-78
Ráwalpindi to Khusálgarh	Sept. '79
Ráwalpindi to Peshávar City	3-10-79
Peshávar City to Peshávar Cantonment	1-1-83
Maini to Jhelum river	4-3-81
Maini to Bhera	25-10-81
Maini to Khewra	27-1-82
Wazirabad to Siálkot	19-4-83
Conversion of the salt branch, afterwards designated the Sind-Sagar railway, eastern section, from metre to standard gauge	27-11-84
Grades, Jhelum to Domeli	Nov. '86
" Domeli to Soháwa	31-10-91
" Soháwa to Gujar Khan	18-4-89
" Gujar Khan to Ráwalpindi	28-2-92

It was originally intended to construct the line from Lahore to Peshávar (formerly known as the Punjab Northern state railway) on the standard gauge; but the metre gauge was subsequently adopted, and 103 miles from Lahore to Jhelum were constructed on this gauge, the alignment being on the Grand Trunk road. At the end of 1873 it was decided to adopt a separate bank for the railway, and in July 1874 orders were given for the standard gauge to be reverted to.

Of the metre gauge line, 62 miles (from Lahore to Wazirabad) were opened for traffic on the 12th April 1875, the alignment of the Grand Trunk road being adhered to, and a further section between Wazirabad and Naurungabad was opened on the 10th April 1876. This last section was laid upon the standard gauge embankment, and the works on the Grand Trunk road between the points mentioned were abandoned.

The final conversion of the main line of railway between Lahore and Jhelum from metre to standard gauge was made on the 6th October 1878; and the works on the Grand Trunk road between Lahore and Wazirabad were then removed or abandoned, and the road restored to its legitimate purposes.

In August 1874 the first engine was run through from Shahdara (5 miles from Lahore) to Wazirabad, and the metre gauge line to that place, including the bridge over the Ravi, was opened for traffic on the 12th April 1875.

The standard gauge line to Jhelum was completed and opened in October 1878. The completion and opening, on the 24th May 1883, of the Attock bridge supplied the last link in a continuous chain of railway communication from Calcutta to Peshávar, a distance of 1,555 miles.

APPENDIX

Railways constructed and in

STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
XI	**North Western**—*contd.*	Miles.	Miles.			Miles.
	Brought forward	649·33		Brought forward		649·33
	MAIN LINE AND BRANCHES (Commercial)—*contd.*			MAIN LINE AND BRANCHES (Commercial)—*contd.*		
	Wazirabad-Lyallpur branch—			*Wazirabad-Lyallpur branch*—		
	Wazirabad (885 miles from Kiámari on the North Western railway) to Lyallpur	95·68		Wazirabad to Hafizabad	15-8-95	37·37
	Lyallpur to Toba Tek Singh	49·00		Hafizabad to Sangla Hill	1-1-96	31·10
	Toba Tek Singh to Khanewal	57·00		Sangla Hill to Lyallpur	15-2-96	27·21
		201·68				95·68
				Lyallpur to Toba Tek Singh.	22-6-99	49·00
						144·68
	Kashmir branch—			*Kashmir branch*—		
	Siálkot to the frontier of the Kashmir state	9·08		Siálkot to the frontier of the Kashmir state	15-3-90	9·08
		210·76				153·76
	Main line—			*Main line*—		
	Lahore to Khánpur	353·85		Lahore to Mooltan	24-4-65	207·82
				Mooltan to Muzaffarabad	21-8-70	6·89
				Muzaffarabad to Khánpur	1-7-78	139·14
						353·85
	Carried over	1,213·94		Carried over		1,156·94

D—*continued.*

progress on the 31st March 1900.

BY THE STATE.

Standard gauge.

Details of construction.*	Remarks.
The Wazirabad-Lyallpur section is constructed for a single track. The permanent-way consists of second-hand 60lb. bull-headed, 68lb. double-headed and 60lb. flat-footed rails obtained from the renewals of the North Western State railway, laid on second-hand serviceable wooden or trough sleepers. For the present the line is being ballasted to about ¼ of the full section, with stone ballast obtained from quarries at the Sangla hill, which is about 70 miles from Wazirabad. The Lyallpur-Khanewal extension will be almost a surface line throughout, with grades not exceeding 1 in 300. With the exception of the Ravi bridge of 4 spans of 95 feet and one span of 100 feet, there are no large or difficult engineering works. The line is being laid with second-hand North Western State railway rails and new wooden sleepers. The banks are low throughout; and the bridges—though numerous owing to the number of irrigation channels and rajbahas to be crossed—are generally small, with the exception of one 6 x 40 feet girders over the main canal at mile 829·08 from Kurrachee, and another 3 x 40 feet at mile 792·51 over the Jhang branch canal. Girders for all bridges have been supplied from the old stock of the North Western State railway.	This line, which is a portion of the project known as the Wazirabad-Mooltan railway, 200·34 miles in length, was surveyed and estimated for in 1892-93. It branches off from the North Western State railway at the station of Wazirabad and runs in a south-westerly direction more or less alongside the Chenab canal as far as the canal regulator at Naunana, about 48 miles from Wazirabad, whence it follows the course of the Rakli branch of the canal to Lyallpur, a proposed new civil station, 95·68 miles from Wazirabad. It was sanctioned for construction in December 1894, and work was started by the end of January 1895 along the projected line of railway by the officers of the Canal Department, who had the charge of earthwork, masonry of bridges, and other masonry work. The length of 95·68 miles above referred to excludes 3 miles of line from Khanki junction to the Khanki weir which is being worked as a tramway by the Punjab Irrigation Department and is treated as a quarry siding. The construction of the Lyallpur-Toba Tek Singh section was provisionally sanctioned in December 1895. Work was commenced in 1897. The object of the line is to open up the country now being irrigated by the Chenab canal, and to provide carriage for the export of grain and produce of the land now being brought under cultivation by the colonists and settlers who are reclaiming the desert land of the Rechna Doab as it becomes fertilized by the supply of canal water.
From Lahore to Ráewind the earthwork and bridges are for a single track. From Ráewind south distant signal to Muzaffarabad (188·49 miles) the earthwork and bridges are for a single line. The Punjab section double-headed 68lb. iron rails have been in parts (aggregating 188·49 miles) replaced with double-headed 68lb., bull-headed 73lb., flat-footed 75lb., and bull-headed 77½lb. and 62lb. flat-footed steel rails. The line from Muzaffarabad to Khánpur is constructed for a single track. It was originally laid with flat-footed iron rails 60lb. to the yard, but 6·29 miles have been replaced with 62lb. flat-footed steel rails, and 132·85 miles with 75lb. flat-footed steel rails. The sleepers are wooden, except 67·39 miles which are laid with steel transverse sleepers. On the 1st January 1889, Muzaffarabad junction was closed and Sher Shah junction opened in connection with the Sind-Sagar loop.	The section from Lahore to Mooltan and Sher Shah (which, with the section from Amritsar to Lahore, was formerly called the Punjab railway) was commenced on the 8th February 1859. The dates of orders for survey and construction of the section from Muzaffarabad junction to Khánpur are the 30th October 1869 and 8th November 1871, respectively. This line was also commenced as a metre gauge railway, and works had been well advanced when orders were received to adopt the standard gauge. It was opened partly on the 21st August 1870 and partly on the 1st July 1878.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.
XI	**North Western**—*contd.*			Miles.
	Brought forward		1,213·94	
	MAIN LINE AND BRANCHES (Commercial)—*contd.*			
	Khánpur to Rohri	132·05		
	Rohri to Sukkur	2·64		
	Sukkur to Kotri	225·36		
			360·05	
	Kotri to Kurrachee Cantonment	102·59		
	Kurrachee Cantonment to Kurrachee City	2·30		
	Kurrachee City to Kiámári (including Napier Mole line)	3·06		
			107·95	
	Branches—			
	Phulji to Puranadera		2·57	
	Sukkur to Sukkur Bandar		1·25	
	Kotri to Kotri Bandar		1·14	
	*Meean Meer chord line**—			
	Meean Meer East to Meean Meer West		2·13	
	Kotri-Rohri (Chord) Line—			
	Kotri (107·95 miles from Kiámári) to Hyderabad (Sind) (on the Hyderabad-Shadipalli railway)	5·30		
	Rahoki on the Hyderabad-Shadipalli railway (119·52 miles from Kiámári) to Rohri (298·43 miles from Kiámári) on the North Western State railway	178·93	184·23	
	Carried over		1,873·26	

Date of opening for public traffic.		Miles.	Miles.
Brought forward			1,156·94
MAIN LINE AND BRANCHES (Commercial)—*contd.*			
Khánpur to Rohri	1-7-78	132·05	
Rohri to Sukkur	27-3-89	2·64	
Sukkur to Rádhan	1-10-78	79·31	
Rádhan to Laki	27-10-78	70·57	
Laki to Kotri	8-10-78	75·48	
		360·05	
Kotri to Kurrachee City	13-5-61	104·89	
Kurrachee City to Kiámári (including Napier Mole line)—			
For goods traffic	16-6-89	3·06	
For passenger traffic	5-11-91		
		107·95	
Branches—			
Phulji to Puranadera—			
For goods traffic	1-6-82	2·57	
Sukkur to Sukkur Bandar	1-10-78	1·25	
Kotri to Kotri Bandar	1-4-89	1·14	
*Meean Meer chord line**—			
Meean Meer East to Meean Meer West	10-12-91†	2·13	
Kotri-Rohri (Chord) Line—			
Rahoki to Shahdadpur—			
For goods traffic	15-11-96; 21-1-96‡	39·09	
For public traffic	16-12-96		
Shahdadpur to Rohri—			
For goods traffic	15-11-96	139·84	
For public traffic	16-12-96		
		178·93	
Carried over			1,810·96

* This is a military line and is not intended to be used for ordinary public traffic.
† This was the date on which the line was ready for being opened for traffic after the Consulting Engineer's inspection.
‡ This is the date on which the line was opened for goods traffic and worked by construction trains.

D—*continued*

progress on the 31st March 1900.

BY THE STATE.

Standard gauge.

Details of construction.	Remarks.
The section from Khánpur to Kotri is constructed for a single track with flat-footed steel 62lb. and 75lb. flat-footed and 73lb. bull-headed steel rails, on transverse sleepers of creosoted pine, deodar and steel. The chief works on this line are the Lansdowne bridge over the Indus between Sukkur and Rohri and the cutting through the Laki pass.	The dates of orders for survey and construction of the section from Khánpur to Kotri are as follows: *Date for survey.* Khánpur to Kotri . . . 30-10-69 *Dates for construction.* Khánpur to Rohri . . . 8-11-71 Sukkur to Kotri . . . 4-11-72 The construction of the Lansdowne bridge over the Indus at Sukkur was commenced in April 1883 and completed in March 1889. The opening of this bridge has dispensed with the length from Rohri to Rohri Bandar. The section from Sukkur Bandar to Sukkur Main is retained for goods traffic. The line from Khánpur to Kotri was commenced as a metre gauge railway, and works had been well advanced when orders were received to adopt the standard gauge. The section from Kotri to Kurrachee was commenced on the 29th April 1858. The extension of the line from Kurrachee City to Kiámári was virtually completed on the 12th November 1887.
Ordinary double-headed rails, 65lb. to the yard, were originally laid on sleepers of creosoted pine; but they are being renewed with steel rails, 80·75 miles having been relaid with 75lb. flat-footed, 26·20 miles with 68lb. double-headed, and 1·00 mile with 77½lb. bull-headed steel rails up to the 31st December 1899 From Kiámári station to Kotri station (except over the Malir bridge) the line is double. From Meean Meer East to Meean Meer West, including the siding to the commissariat yard (3·55 miles), the line is constructed of second-hand 68lb. bull-headed iron rails and second-hand wooden sleepers. The line is unballasted, but is fenced.	The Meean Meer chord line has been constructed for troop traffic. The construction of a single line was sanctioned on the 14th June 1887 and finished on the 30th June 1888. The estimate for doubling the line was sanctioned on the 4th October 1888, and work completed on the 31st December 1890.
The Kotri-Rohri (Chord line) traverses the valley of the Indus on its left bank, crossing that river at Kotri with a bridge of 5 spans of 350 feet girders and one land span of 100 feet. Earthwork is heavy on the approaches to the bridge and at the entrance to Rohri. On the remainder of the length the earthwork is nowhere heavy and on the Desert section of 40 miles very light. On the Kotri approach to the bridge the gradient is 1 in 150, and passing through the hills into Rohri 1 in 300, otherwise the maximum gradient is 1 in 500. The curves are as a rule very flat, the sharpest curve is on the Kotri approach to the Indus bridge and has a radius of 1,300 feet. All bridges over 2 feet span, except those on the Kotri approach to the Indus bridge, and that bridge are being built for a double line. The permanent-way consists of 75lb. flat-footed steel rails laid on creosoted pine sleepers without bearing plates. Eleven sleepers per 30 feet rail. Ballast will ultimately consist of broken stone, but at present the line is packed with earth. Sidings are being laid with second-hand materials.	The necessity for this railway is caused by the set of the Indus on its right bank which has rendered the line along that bank dangerous, and owing to the frequent breaches, has caused communication with Kurrachee to be intermittent, dislocating the export trade and cutting off communication with the North-Western Frontier. The present line, which follows the left bank of the river, is on high ground and is less liable to inundation. It saves about 36·51 miles on the through distance from the Punjab to Kurrachee, and will also give an alternative route to Quetta. The survey was ordered in October 1894, construction, exclusive of the Indus bridge, in November 1894, and the bridge in September 1895.

APPENDIX

Railways constructed and in

Standard gauge.

STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
XI	**North Western**—*contd.*					
	Brought forward	1,873·26		Brought forward		1,810·96
	MAIN LINE AND BRANCHES (Commercial)—*concld.*			MAIN LINE AND BRANCHES (Commercial)—*concld.*		
	Ferozepore branch—			*Ferozepore branch—*		
	Ráewind to Ferozepore Cantonment	33·00		Ráewind to Kasúr	15-4-83	16·50
				Kasúr to Ganda Singhwála	10-6-83	7·00
				Ganda Singhwála to Ganda Singh Bandar	15-12-83 }	} 5·50
	Hussainiwala to Ferozepore Cantonment	3·50*		Ganda Singh Bandar to Hussainiwala	8-5-87 }	
				Hussainiwala to Ferozepore City	1-10-92	2·00
				Ferozepore City to Ferozepore Cantonment	1-10-88	2·00
						33·00
				Hussainiwala to Ferozepore Cantonment	8-5-87	3·50*
	Pathánkot branch—			*Pathánkot branch—*		
	Amritsar *viâ* Batála and Gurdáspur to Pathánkot	66·70	1,976·46	Amritsar to Dínanagar	1-1-84	51·22
				Dínanagar to Pathánkot	8-6-84	15·48
						66·70
				TOTAL MAIN LINE AND BRANCHES		1,914·16
	FRONTIER SECTION (Military)—			FRONTIER SECTION (Military)—		
	Sind-Sagar railway and Khusálgarh branch—			*Khusálgarh branch—*		
	Khusálgarh branch—			Golra junction to Langar	1-4-81	60·50
	Golra junction to Khusálgarh	70·16		Langar to Khusálgarh	16-4-81 }	} 9·66
				Khusálgarh, new station	13-7-83 }	
						70·16
	Carried over	70·16	1,976·46	Carried over		{ 1,914·16 / 70·16

* This is a military line and is not intended to be used for ordinary public traffic.

D—*continued.*

progress on the 31st March 1900.

BY THE STATE.

Standard gauge.

Details of construction.	Remarks.
The Ferozepore branch was originally laid with part-worn Delhi section bull-headed 60lb. steel-faced rails on second-class wooden sleepers. These have been replaced on 5·88 miles with 68lb. bull-headed steel rails on cast-iron pot-sleepers; 16·75 miles with 75lb. flat-footed rails on deodar sleepers, and on 10·50 miles with 75lb. flat-footed rails on steel trough sleepers. A new length of two miles has been constructed from Hussainiwala to Ferozepore City and joined to the old back shunt line which runs from Ferozepore Cantonment to the City station; the entire length being laid with 75 lb. flat-footed rails on deodar sleepers and fully ballasted and fenced. The new length of line runs between the City and Arsenal. The old line from Hussainiwala to Ferozepore Cantonment, which runs on the further side of the Arsenal from the City, has not been dismantled but is closed for traffic. The rails on the Kaiser-i-Hind bridge are 75lb. flat-footed steel.	The construction of the branch line from Ráewind to Ganda Singhwála was sanctioned on the 9th November 1882, and an extension of the branch from Ganda Singhwála to the boat bridge over the Sutlej opposite Ferozepore was sanctioned on the 2nd October 1883. The Kaiser-i-Hind bridge over the Sutlej near Ferozepore was opened on the 8th May 1887.
The line is three-fourths ballasted, and the banks and bridges have been made up to the full width of 20 feet for a single track. The old rail bridge across the Dehmu creek has been replaced by 4 spans of 40-feet girders on brick piers, and from this to the Kaiser-i-Hind bridge and thence on to Hussainiwala the line is carried on a raised embankment through the old bed of the river. The Kaiser-i-Hind bridge consists of 27 spans of 150 feet new pattern steel girders on brick piers, 26½ feet by 14½ feet, with rounded cut-waters. The piers are built on wells, 23 feet in diameter, headed with Portland cement concrete. The railway is carried on the lower booms, and a cart road on the upper booms. Extensive protective works were made to train the river through the bridge. The Ferozepore branch is wholly fenced.	The construction of the branch from Hussainiwala to Ferozepore City was sanctioned on the 29th October 1891, and was opened for traffic on the 1st October 1892.
The Pathánkot branch commences from Amritsar station with a curve of 3,500 feet radius, and runs practically along a watershed the whole way to Pathánkot. The only bridges of any importance are those which cross the Bari Doab canal and its branches. The line presented no engineering difficulties; the rise on the whole length between Amritsar and Pathánkot is 326·45 feet, the steepest gradient being 1 in 170, and the sharpest curve of a radius of 2,000 feet. Steel rails, 64·70 miles with 62lb. flat-footed, and 2·00 miles with 68lb. double-headed rails, have been used. The whole line is fenced.	The survey of the Pathánkot branch was undertaken by the Government of the Punjab in 1879, and its construction was sanctioned on the 6th December 1881. The line was at first worked, under agreement, by the North Western State railway. It was absorbed into the North Western State railway system on the 1st April 1892.
The line from Golra junction to Khusálgarh is constructed for a single track. The rails are flat-footed steel, 62lb. to the yard, spiked to transverse wooden sleepers, except 1·25 miles which are on steel sleepers. The Khusálgarh branch is unfenced, except at stations.	

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
		Miles.	Miles	Miles.			Miles.
XI	North Western—*contd.*						
	Brought forward	.	70·16	1,976·46	Brought forward		1,914·16 / 70·16
	FRONTIER SECTION (Military)—*contd.*				FRONTIER SECTION (Military)—*contd.*		
	Sind-Sagar railway—				*Sind-Sagar railway—*		
	Main line—				*Main line—*		
	Lála Músa (82·37 miles from Lahore) to Malakwál .	44·97			Lála Músa to Malakwál .	10-2-86	44·97
	Malakwál to Chenab west bank	294·75			Malakwál to Bhakkar .	15-8-87	175·04
					Bhakkar to Chenab west bank	22-1-87	119·71
	Chenab west bank to Chenab east bank	2·49			Chenab west bank to Chenab east bank . . .	1-2-90	2·49
	Chenab east bank to Sher Shah	2·39			Chenab east bank to Sher Shah . . .	1-1-89	2·39
			344·60				344·60
	Branches—				*Branches—*		
	Rasul siding— Baha-ud-din to Rasul .	9·00			*Rasul siding—* Baha-ud-din to Rasul .	4-1-00	9·00
	Bhera branch— Malakwál to Bhera . .	18·10			*Bhera branch—* Malakwál to Bhera . .	15-3-87	18·10
	Bhaganwala branch— Haranpur to Bhaganwala .	10·84			*Bhaganwala branch—* Haranpur to Bhaganwala—For goods traffic . . .		10·84
	Khewra branch—				*Khewra branch—*		
	Chalisa junction to Khewra salt mines .	6·36			Chalisa junction to Khewra salt mines . . .	15-8-87	6·36
	Khewra to Dandot .	2·15			Khewra to Dandot—For coal traffic . .	1-8-89	2·15
			8·51				
	Mári branch—				*Mári branch—*		
	Kundián to Miánwáli .	9·00			Kundián to Mári . .	15-3-92	36·32
	Miánwáli to Mári .	27·32					
			36·32				
	Dera Ghási Khan branch—				*Dera Ghási Khan branch—*		
	Mahmúd Kot to Gházi ghát .	11·27			Mahmúd Kot to Gházi ghát	1-4-87	11·27
			94·04				94·04
	Carried over		508·80	1,976·46	Carried over		1,914·16 / 508·80

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. **Standard gauge.**

Details of construction.	REMARKS.
The Sind-Sagar eastern section (formerly known as the Salt branch of the Punjab Northern state railway) was originally laid for a metre-gauge single track with 40lb. rails. It has since been converted into a single standard gauge line. From Lála Músa junction to Malakwál the rails are flat-footed steel 75lb. to the yard, laid on transverse wooden sleepers; and from Malakwál to Bhera the rails, taken from the main line, are old iron flat-footed, 60lb. to the yard, laid on wooden sleepers. The rails used on the Sind-Sagar, western section, are steel, 75lb. to the yard, 200·65 miles on steel sleepers, 0·92 mile on steel and wood mixed, and the remainder with wooden sleepers. The steepest gradient on the main line is 1 in 100. The Sind-Sagar railway is unfenced, except on the portion from Sher Shah to Chenab west bank.	The Sind-Sagar line connects the frontier stations of Dera Ismail Khan and Dera Gházi Khan with the Indian railway systems. The orders for the survey were issued in October 1884, and in December 1884 the Government sanctioned the construction of the Victoria bridge over the Jhelum at Chak Nizam and the work on the portion of the line (3·50 miles) between Malakwál and the Jhelum river.
The permanent-way on the Bhaganwala branch consists of iron flat-footed 60 lb. and double-headed 68 lb. iron rails laid on serviceable deodar, steel and ovalpot sleepers. The line is a surface one without bridges, all cross drainage being dealt with by boulder dips. On the Khewra branch there are two gradients; one 0·76 mile long of 1 in 53·54 and 0·83 mile of 1 in 60, and another 0·46 mile long of 1 in 100. The sharpest curve on the main line is 3°, on the branches 818·5 feet is the sharpest, except on the Khewra branch, where there are five curves of 1,000 feet radius. The earthwork is light throughout.	The line from Haranpur to Bhaganwala was sanctioned as a siding on the 13th July 1894 primarily for developing the new colliery at Bhaganwala. It was subsequently opened for passenger traffic.
The bridging is light. With the exception of the bridge over the river Jhelum between Malakwál and Haranpur, the only important works are three bridges aggregating 9 spans of 40 feet on wells sunk 30 feet below the level of the bed of the river. On the Kundián-Miánwáli section of the Mári branch the permanent-way consists of 75lb. flat-footed steel rails laid on steel trough sleepers, the ballast used being sand with a capping of ballast 4 feet per foot run. The Miánwáli-Mári section is laid 18·30 miles with second-hand iron rails, 60lb. to the yard, on wooden sleepers, and 9·02 miles with 75 lb. steel rails on wooden sleepers and ballasted with 8 cubic feet of shingle per foot run.	The lengths from Kundián to Miánwáli and Miánwáli to Mári were sanctioned for construction on the 27th February 1886 and the 10th December 1889, respectively. The branch runs parallel to the Indus, ending at Mári on the Indus opposite Kalabagh. It will eventually be connected with the branch from Attock now under construction.
The branch is unfenced throughout. The bridging is light between Kundián and Miánwáli, but is heavy between Miánwáli and Mári, especially towards Mári. The largest is the bridge of 5 spans of 40 feet girders over the Jabba nullah. The ruling gradient is 1 in 200, and the sharpest curve is 1,433 feet in radius. On the Dera Gházi Khan branch there is a bridge of 2 spans of 100 feet, with rails on the bottom booms, over the Chitta Wah, a branch of the river Indus. The foundations are on wells sunk 30 feet below low-water level. Over the river Khewra, on the Khewra branch, is a bridge of 4 spans of 40 feet on a gradient of 1 in 53·54.	The lines from Lála Músa to Malakwál and from Malakwál to Bhera have replaced the old metre gauge line, *viz.:* Lála Músa to Miani on the Jhelum opposite Pind Dádan Khán . . 53·96 Miani to Bhera . . 9·11 Miani to Khewra (abandoned) . . 10·00 73·07 The dates of opening of the metre gauge line were as follows: Lála Músa to Bahá-ud-dín (28·46 miles) on the 1st January 1880.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
XI	**North Western**—*contd.*	Miles.	Miles.	Miles.			Miles.
	Brought forward		508·80	1,976·46	Brought forward		1,914·16 / 508·80
	FRONTIER SECTION (Military)—*contd.*				FRONTIER SECTION (Military)—*contd.*		
	Peshawar Jumrood Extension— Peshwar to Jumrood			12 21			
	Mari-Attock—						
	Campbellpore Cantonment (new station) to Basál junction	18·45			Campbellpore Cantonment (new station) to Basál junction	1-4-99	18·45
	Jand junction to Daud Khel	53·91	72·36*		Jand Junction to Daud Khel	1-4-99	53·91
							72·36
					Total Sind-Sagar railway with branches and Khushálgarh branch		581·16
	Sind-Pishin railway—				*Sind-Pishin railway*—		
	Main line—				*Main line*—		
	Ruk junction (Point No. 5) to Bostán distant signal (Chaman extension)	268·15			Ruk to Sibi— For coaching traffic	2-5-80	132·22
					For goods traffic	1-7-80	
					Sibi to Sharigh— For goods and parcels traffic	20-3-87	74·80
	Base of Bostán triangle loop	0·31			For coaching traffic	28-8-87	
	Bostán to Kila Abdulla	38·14			Sharigh to Bostán	28-8-87	61·13
	Kila Abdulla to Chaman	29·40	336·00		Base of Bostán triangle loop	...	0·31
					Bostán to Kila Abdulla— For goods traffic	25-1-88	38·14
					For coaching traffic	8-2-88	
					Kila Abdulla to Chaman	1-1-92	29·40
					Total Sind-Pishin railway		336·00
	Carried over		929·37	1,976·46	Carried over		1,914·16 / 917·16

* The total length from Mári to Campbellpore Cantonment is 90·96 miles, of which 72·36 miles are new line and 18·60 miles are a part of the existing Kuhsálgarh branch of the North Western State railway.

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. **Standard gauge.**

Details of construction.	Remarks.
The bridge over the Chenab at Sher Shah was opened on the 1st February 1890. It consists of 17 spans of 200 feet on double hexagonal wells founded 107 feet below rail-level and 75 feet below low-water, and has a roadway on the same level as the rails, 15' wide between girders and 14' 6" headway at centre from rail level to bottom of cross girders of top boom. The roadway consists of corrugated steel troughs fitted with teak scantlings. A special feature of the bridge is the reduction of water-way effected as compared with other works of its class. The Victoria bridge over the river Jhelum near Chak Nizam was opened on the 16th May 1887. It consists of 17 spans of 150 feet steel girders, and is founded on single wells of 25 feet external diameter and sunk 82 feet below low-water level. The wells of the Victoria bridge are continued as piers to girder-bed level. The brick steining is 5¼ feet thick. All the wells are hearted with a 10 feet plug of Portland cement concrete, above which is ordinary semi-hydraulic lime concrete, the tops of the piers being finished off with solid brick masonry over the concrete. The girders are the ordinary triangulated type with rails on bottom booms. The cross girders are lengthened out on each side to support two footways. Somewhat extensive protective works have been carried out to train the river through the bridge.	Bahá-ud-dín to Hariah (10·52 miles) on the 1st February 1880. Hariah to Miani (14·98 miles) on the 10th April 1880. Miani to Bhera (9·11 miles) on the 2nd February 1882. Miani to Khewra (10 miles) on the 1st January 1883.
This line is being laid with flat-footedsteel rails, 75 lbs to the yard on deodar sleepers and will not for the present be ballasted and the formation will be only 16½' wide. The ruling gradient is 1 in 90 and sharpest curve 3° or 1910' Radius. For the present the line will cross the Jam Nullah by a diversion at Nullah bed level. This is the only place on the line requiring any considerable waterway. For the rest of the way the line is practically a surface line with a few small culverts and syphons chiefly for irrigation purposes.	This line is being constructed purely as a military siding for the conveyance of troops and stores.
This scheme completes the Cis-Indus line from Attock to Rohri through the mountainous track of the Sind-Sagar Kohistan. The works are those of a ghat line of the heaviest class. There are eleven tunnels aggregating 2·27 miles in length, besides several heavy rock cuttings and seven viaducts over 100 feet, as also other heavy bridging. The sharpest curve, which is 0·19 long, has a radius of 1110 feet, and is situated between 62·02 and 62·21 miles from Campbell Cantonment. The ruling gradient is 1 in 83 compensated and such grades occur as under: Cambellpore Cantonment to Basal . . . Miles. 9·37 Langar to Daud Khel . . . . . 17·36 Total 26·73 On the Campbellpore Basál section the line is laid with 75 lbs. flat-footed steel rails 18·00 miles on wooden sleepers, 62 lbs. flat-footed steel rails 0·45 miles on steel sleepers. On the Jand-Daud Khel section the rails are 62 lb. flat-footed steel 10·36 miles on wooden sleepers, and 1·55 miles on steel sleepers, 38·55 miles of 75 lb. flat-footed steel rails on wooden sleepers, and 3 45 miles of 64 lb. double-headed steel rails on wooden sleepers.	
The length from Ruk to Sibi is a single line, and the permanent-way is of several varieties, comprising 62 lb. steel rails on wooden sleepers, 68 lb. double-headed rails on cast-iron pots, 82 lb. East Indian railway (very old)	Orders for the survey and construction of the section from Ruk to Sibi issued in October 1879.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
XI	North Western—*contd.*	Miles.	Miles.	Miles.			Miles.
	Brought forward . .		929·37	1,976·46	Brought forward .		1,914·16 / 917·16
	FRONTIER SECTION (Military)—*contd.*				FRONTIER SECTION (Military)—*contd.*		
	Mushkaf-Bolan—				*Mushkaf-Bolan railway*—		
	Sibi (Point No. 51) to distant signal	0·83			Sibi (Point No 51) to Quetta south distant signal . .	(*a*) 15-4-97	86·74
	Sibi distant signal to Nari Bank .	3·98					
	Nárí Bank to Kolpur . .	57·00					
	Kolpur to Quetta south distant signal	24·93	86·74				
	Carried over .		1,016·11	1,976·46	Carried over .		1,914·16 / 1,003·90

(*a*) The railway was utilised for the carriage of both goods and passengers for a short period in November 1896, while traffic was suspended on the Sind-Pishin section owing to the line being breached, but the line was actually opened on the 15th April 1897.

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. **Standard gauge.**

Details of construction.	Remarks.
rails, and 84 lb Great Indian Peninsula steel bull-headed rails on wooden sleepers and 75 lb. steel flat-footed on wooden and I. M. oval pot sleepers on the 31st December 1899. From Sibi for a length of 38·87 miles the line is laid with double-headed rails, 75lb. to the yard, on Denham-Olphert's sleepers. Except the small portions on bridges where there are 75 lb. flat-footed steel rails on wooden sleepers. The remainder of the line is laid with flat-footed steel rails, 75lb. to the yard, on steel trough leepers. The line throughout has been constructed for a single track only, except from Gulistán to Chaman, which is double.	Sanction was given for the construction of the Bostán-Gulistán section in May 1885, and of the Gulistán-Chaman section in November 1887. The re-grading of the line between Sibi and Nákus has been completed; there is now no grade on that section virtually steeper than 1 in 55.
Ruling gradients are— 1 in 200 between Sibi and Nárí. 1 in 55 between Nárí and Dalújal. 1 in 68·4 between Dalújal and Spintangi. 1 in 55 between Spintangi and Nákus. 1 in 45 between Nákus and Sharigh. 1 in 50 between Sharigh and Khost. 1 in 42 3 between Khost and Khanai. 1 in 81·2 between Khanai and Bostán. 1 in 100 between Bostán and Gulistán. 1 in 39·8 between Gulistán and Chaman. From Nárí (459th mile from Kiámári) to Spintangi (494th mile) and from Dirgi (543rd mile) to Khanai (575th mile), 67 miles in all, work was exceptionally heavy in bridging, tunnelling and earthwork. At the Khojak pass (610th mile) the Khojak tunnel, 2½ miles long, occurs; the approaches to it on either side involve very heavy earthwork. The Sind-Pishin main line is fenced from Ruk junction to Jhatpat; the remainder of the line is unfenced.	
The line from the Bolán junction station, and from the Sibi station, follows the old Quetta loop to Nárí Bank station, about 5 miles from Sibi and 456·78 miles from Kurrachee. The old Bolán railway (Quetta loop) from Nárí Bank, *viâ* Kundalani to Hirók, has been dismantled except the first portion from Nári Bank to Rindli. The new line just constructed is on a completely new alignment between Nárí Bank and Kolpur, the actual length of the construction works being 57 miles. From Nárí Bank to the mouth of the Mushkaf Gorge (464 miles from Kurrachee), *viâ* Sibi the line is over flat ground with light works. Between 464 and 466 miles the country is very difficult, involving six tunnels and two large bridges over the Mushkaf river. From 466 to 477 the country is more open, but the line crosses the Mushkaf river twice and has two tunnels. On the 478th mile is the Panir tunnel, 3,218 feet long, through a high range of limestone hills dividing the Mushkaf from the Bolán valley, the latter being 200 feet lower than the former. For the first 6 miles along the Bolán valley the works are very heavy, there being five tunnels of varying lengths, some exceptionally high embankments, and long deep rock cuttings. Thence to Mach at mile 498·37, the works are lighter, being generally on embankments; but the bridges are very numerous, especially between mileages 481 and 491, where the line winds along the undulating slopes near the base of the hills on the east of the Bolán valley. Mach is an engine changing station about 3,250 feet above the sea. From Mach to Hirók (mile 506·35) the works are comparatively light, with the exception of the heavy cuttings on the south and the high embankment on the north approaches to the Hannar Nulla bridge, and a tunnel at Siri-Bolán.	The surveys of the Upper Bolán between Hirók and Kolpur were commenced about the middle of November 1890, and between Sibi and Hirók about the beginning of January 1891. The line was sanctioned for construction in October 1891, and orders for commencement of preliminary work issued in November 1891. The estimates were for a single line of railway on the standard gauge. Orders were afterwards received to make the tunnels and bridges for a double line. Revised estimates, showing the probable cost of this railway with all the tunnels and bridges made suitable for a double line, were sanctioned in December 1893. The line between A-bi-Gum and Kolpur is double. The Mushkaf-Bolan railway was incorporated with the North Western State railway from the 31st May 1896.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.	Miles.			Miles.
XI	**North Western**—*concld.*						
	Brought forward .		1,016·11	1,976·46	Brought forward .		1,914·16 / 1,003·90
	FRONTIER SECTION (Military)—*concld.*				FRONTIER SECTION (Military)—*concld.*		
	Quetta loop—				*Quetta loop*—		
	Quetta south distant signal to Bostán (Point No. 1) . .	20·59			Quetta south distant signal to Bostán (Point No. 1) .	28-8-87	20·59
	Nari Bank to Rindli (*Rindli branch*) . . .	13·81			Nari Bank to Rindli (*Rindli branch*)		13·81
	Mithri chord (in Quetta district)	0·60			Mithri chord . . .	1-1-98	1·34
	Mithri chord (in Sukkur district)	0·74					
			35·74	1,051·85	*Total Quetta loop* . .		35·74
					TOTAL FRONTIER SECTION		1,039·64
					DOUBLE—MAIN LINE AND BRANCHES—(COMMERCIAL)—		
					Kiámári to Kurrachee City	30-6-97	3·06
					Kurrachee City to Kurrachee Cantonment . . .	13-5-61	2·30
					Kurrachee Cantonment to Pipri	20-6-97	20·75
					Pipri to Kotri . . .	3-5-98	81·89
					Meean Meer East to Meean Meer West . . .	10-12-91	2·13
							110·13
					Gulistán to Chaman .	20-9-92	36·82
					A-bi-Gum to Kolpur .	.	23·54
					TOTAL DOUBLE LINE .		170·49
	TOTAL .			3,028·31	TOTAL OPEN MILEAGE .		2,953·80
XII	**Hyderabad-Shadipalli**— Gidu Bandar on the Indus near Hyderabad to Shadipalli . .			58·91	Gidu Bandar to Shadipalli .	18-8-92	58·91

D—*continued.*

progress on the 31st March 1900.

BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.

Between Hirók and Kolpur (513·80 mile) the works are again very heavy, involving numerous heavy rock cuttings, four tunnels, and two arched cuttings, long retaining walls and a number of large bridges, besides those for nine different crossings of the Bolán torrent at levels high above the torrent beds.

From Sibi to Nari Bank mile 457·05 the permanent-way consists of 75 lb. double-headed rails and Denham Olphert's sleepers. From Nari Bank, mile 457·05 to mile 461·25, 75 lb. double headed and cast iron chairs and deodar sleepers. From mile 461¼ to mile 484·60, 75 lb. double-headed rails on Denham Olphert's sleepers. From mile 484·60 to mile 490·45, 75 lb. flat-footed rails on steel sleepers. From mile 490·45 to Kolpur, mile 414·00, 100 lb. flat-footed rails on steel sleepers, and from Kolpur, mile 414·00 to Quetta, 75 lb. flat-footed rails on steel sleepers.

This section is unfenced.

The Quetta-Bostán section has been laid with 75 lb. flat-footed rails on steel sleepers.

The works are light and the ruling gradient is 1 in 93·6.

This section is unfenced.

The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet:

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.
	1/50 and less	1/51 to 1/80	1/81 to 1/100	Length.	Radii.	
	Miles.	Miles.	Miles.	Miles.	Feet.	
North Western—						
Lahore district (1/100)	...	...	0·21	...	...	
Rawalpindi* (1/100)	...	...	120·12	...	...	
Mile 955·50 between Lahore and Rawalpindi	...	...	...	0·21	955	
Sind-Sagar, Main line—						
Between Haranpur and Chalisa (1/100)	...	...	0·06	...	...	
Khusalgarh branch	1·23	12·42	9·21	...	...	
Bhaganwala „ (1/100)	...	...	0·43	...	...	
Khewra „	...	1·59	0·45	...	...	
Sukkur bandar „ (1/78)	...	0·08	...	...	...	
Sind-Pishin—						
Sibi to Nákus	...	30·43	5·58	6·49	Varying from 455 to 990 ft.	
Nákus to Bostán	22·70	18·96	6·83	10·18	Varying from 500 to 980 ft.	
Bostán to Yaru	...	...	1·42	...	...	
Gulistán to Chaman	25·14	3·16	1·24	7·56	Varying from 772 to 988 ft.	
Bostán to Quetta	...	...	5·10	0·20	Varying from 550 to 980 ft.	
Mushkaf-Bolan—						
Sibi to A-bi-Gum	...	19·46	4·20	...	...	Ruling gradient 1 in 55
A-bi-Gum to Mach	6·06	0·13	...	0·19	846 ft.	„ 1 in 33
Mach to Kolpur	14·21	0·38	...	0·90	Varying from 900 to 955 ft.	„ 1 in 25
Kolpur to Quetta	...	...	2·70	...	...	„ 1 in 100

The Jammu and Kashmir and Rájpura-Bhátinda railways are worked by the North Western State railway. The terms of working will be found in Appendices AA to this report and V to Part II of the Railway Administration Report for 1892-93, respectively.

This railway is constructed for a single line. The ruling gradient is 1 in 200, and the earthworks are light. The permanent-way is second-hand flat-footed 60 lb. iron rails laid on deodar sleepers. Stone ballast is used for 29·50 miles only (in five pieces).

There is only one curve under a radius of 1,000 feet, *viz.*, 800 feet. It occurs in the 1st mile from Gidu Bandar, and is 922 feet in length.

The construction of this line was sanctioned on the 5th March 1891.

It is worked by the North Western State railway for 45 per cent. of the gross earnings, including the hire of rolling stock *plus* actual cost of maintenance and Telegraph Department charges.

* Including Mari Attock.

APPENDIX

Railways constructed and

STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Miles.	Total mileage. Miles.	Date of opening for public traffic.		Miles.
XIII	**Oudh and Rohilkhand—**			Moghal Sarai to 3·25 mile	22-12-62	3·25
	Main line— Starting from the East Indian railway junction at Moghal Sarai, the main line up to the 1st December 1894 passed through Benares Cantonment, Jaunpur, Fyzabad, Bara Banki, Lucknow (junction for Cawnpore), Sháhjahánpur, Bareilly, Chandausi (junction for Aligarh), Moradabad and Roorkee, and joined the North Western State railway at Sahâranpur junction. On the 1st December 1894 the main line was diverted to the chord between Bareilly and Moradabad *viâ* Rámpur, shortening the through route between Moghal Sarai and Sahâranpur by 14·43 miles, Chandausi being placed on the loop line. On the 4th April 1898 the main line was again diverted to the chord between Benares Cantonment and Lucknow *viâ* Partabgarh further shortening the through route by 12·08 miles, Jaunpur, Fyzabad and Bara Banki being placed on the loop line and the main line mileage being		518·19	From 3·25 miles south of the Dufferin bridge to the Benares Ganges station	1-10-87	4·25
				From the Benares Ganges station to Benares Cantonment . . .	18-6-83	1·50
				Benares Cantonment to Rae Bareli . .	4-4-98	138·36
				Lucknow to Rae Bareli— For goods traffic . / For passenger traffic .	18-10-93 / 26-10-93	48·56
				Lucknow to Sandíla .	1-2-72	30·00
				Sandíla to Hardoi . .	15-7-72	33·00
				Hardoi to Sháhjahánpur .	1-3-73	39·00
				Sháhjahánpur to Farídpur	8-9-73	32·00
				Farídpur to Bareilly	1-11-73 / 2-12-73	13·00
				Bareilly to Moradabad (chord line *viâ* Rámpur)	8-6-94	56·07
				Moradabad to Nagina .	8-10-84	47·25
				Nagina to Najíbabad .	1-4-85	13·70
				Najíbabad to Sahâranpur .	1-1-86	58·25
						518·19
				Loop lines—		
				Bareilly to Ukka . .	22-12-73	5·00
				Ukka to Aonla . .	1-11-73	11·00
				Aonla to Chandausi .	10-6-73	27·00
				Chandausi to Moradabad .	28-10-72	27·50
	Loop lines—					70·50
	Bareilly to Moradabad, *viâ* Chandausi	70·50				
	Benares Cantonment to Lucknow *viâ* Fyzabad	199·03		Benares Cantonment to Sháhganj . . .	5-1-74	56·03
			269·53	Sháhganj to Bilwái .	1-5-74	7·00
	Branches—			Bilwái to Málipur . .	17-4-74	9·00
	Moradabad to Ghaziabad . .	87·05		Málipur to Akbarpur .	2-3-74	12·00
	Ránupáli junction (126·75 miles from Moghal Sarai) to the right bank of the Gogra river at Ajodhya ghát (*Ajodhya ghát branch*) . .	3·22		Akbarpur to Fyzabad .	10-6-73	36·00
				Fyzabad to Bara Banki .	25-11-72	62·00
				Bara Banki to Lucknow .	1-4-72	17·00
						199·03
	Bara Banki junction (191 miles from Moghal Sarai) to Bahramghat (*Bahramghat branch*) . .	21·52		*Branches—* *Ajodhya ghát branch—* Ránupáli to Ajodhya ghát.	15-11-86	3·22
	Lucknow junction (208 miles from Moghal Sarai) to the East Indian railway at Cawnpore (*Cawnpore branch*)	45·45		*Bahramghat branch—* Bara Banki to Bahramghat	20-11-72	21·52
				Cawnpore branch— Lucknow to Cawnpore .	23-4-67	42·00
				Left bank Ganges to junction with the East Indian railway at Cawnpore .	15-7-75	3·22
	Chandausi junction (398 miles from Moghal Sarai) to the East Indian railway at Aligarh (*Aligarh branch*)	60·60		Passenger approach to the East Indian railway at Cawnpore . . .	21-2-88	0·23
						45·45
	Lhaksar junction (498 miles from Moghal Sarai *viâ* the chord line) to Hardwar (*Hardwar branch*) .	17·06		*Aligarh branch—* Aligarh to Rájghat .	1-2-72	30·12
				Rájghat to Chandausi .	28-10-72	30·48
						60·60
	Carried over .	234·90	787·72	Carried over .		918·51

D—*continued.*

in progress on the 31st March 1900.

BY THE STATE.

Standard gauge.

Details of construction.	Remarks.
Land is taken up for a double line, but the formation is for a single way; between Lucknow and Bara Banki (late Nawabganj) the masonry of bridges is constructed for a double line. The permanent-way at first adopted for the system was a 60 lb. iron rail, laid partly on cast-iron oval bowl, and partly on wrought-iron saddle-back, sleepers. The Cawnpore branch which was originally laid with 36 lb. iron rails on corrugated iron pressure plates was afterwards relaid with 60 lb. iron on cast-iron bowls. These have since been entirely removed and have been replaced 19·80 miles by 60 lb. and 25·40 miles by 75 lb. steel rails on deodar and sál sleepers, all but 0·25 mile. Up to 1889 the original iron rails had been replaced by 60 lb. steel rails, and since 1889 all renewals have been made with 75 lb. steel rails of the Indian State Railway pattern. On the northern extension, from Moradabad to Sahá-ranpur and the Hardwar branch (with the exception of 0·03 mile laid with 60 lb. iron rails), 75 lb steel rails were originally laid on steel bowls. Renewals of sleepers are made either with steel bowls still in stock or with cast-iron bowls locally made. The Rae Bareli-Benares branch is constructed for a single line, and is used as a chord between Benares Cantonment and Lucknow and forms the main line between these two stations. The works generally are light, the largest bridges being— Sai . . . . . 4 spans of 100 feet. Chamoor . . . . 4 " 60 " Bakli . . . . . 3 " 60 " Burna . . . . . 6 " 40 " Murna . . . . . 3 " 40 " Mile 76 . . . . . 5 " 20 " Naia Nala I . . . . 2 " 40 " Naia Nala II . . . . 2 " 40 " Rammaga . . . 2 " 40 " Naia . . . . . 1 " 40 " Spill . . . . . 3 " 20 " Besides these, there are a number of smaller bridges and numerous irrigation drains. The line is fenced with wire and stone posts. The ruling gradient is 1 in 500 and the sharpest curve is 2,865 feet. The permanent-way consists of flat-footed steel rails 75 lb. to the yard and transverse sál wood sleepers. The ballast is of kunkur throughout and is obtained locally. The permanent-way for the Bareilly-Rámpur-Moradabad railway (now a part of the main line) is 75 lb. steel rails of the Indian State Railway pattern, laid on steel trough sleepers. The whole of the Aligarh branch has been relaid with 60 lb. steel rails and with 4 miles of steel sleepers, the remainder being pots. On the Bahramghat branch all the rails are 60 lb. iron with 4 miles of wrought iron saddle sleepers, the rest being of wood. The Ajodhya ghát branch is laid with 60 lb. steel rails and steel sleepers. The length of permanent-way of the different types as existing on 31st December 1899 is shown in the following table:	The branch from Lucknow to Cawnpore was commenced in January 1864. Like the Nalháti and Azímganj lines, this branch was begun under subsidy by the Indian Branch Railway Company, but a guarantee was subsequently granted. In 1880 the company was relieved from its obligation under the original contract to make a line of railway from Buxar to Akbarpur, and it was agreed that in lieu thereof the company should construct a bridge over the Ganges at Benares and should form a junction with the East Indian railway at Moghal Sarai. The work was started in 1881, and the Dufferin bridge over the Ganges was opened for traffic on the 1st October 1887. The Oudh and Rohilkhand railway at the same time took over the Benares branch of the East Indian railway between Moghal Sarai junction station and the Dufferin bridge. Sanction to the construction of the Lucknow-Rae Bareli-Jaunpur line was given on the 5th August 1891. The section from Lucknow to Rae Bareli was opened for traffic in October 1893. The construction of the Moradabad-Sahάranpur extension was sanctioned on the 29th August 1881, and the Oudh and Rohilkhand Railway Company commenced the work for Government pending negotiations as to its incorporation in the general system of that company. The Bareilly-Rámpur-Moradabad line was sanctioned for construction on the 4th December 1891, and on its opening was treated as a part of the main line, the original line *viâ* Chandausi being regarded as a Loop. The inclusion of the Roorkee-Hardwar line in the extension was sanctioned on the 17th February 1883, but this route was subsequently abandoned in favour of that from Lhaksar to Hardwar, sanction to which was given on 15th May 1883. Sanction to the construction of the Moradabad line and Hardwar branch as an integral part of the company's undertaking was given on the 10th September 1883. Sanction to the construction of the Ajodhya ghát branch was given on the 16th December 1884.

APPENDIX

Railways constructed and in

STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Miles.	Miles	Total mileage.	Date of opening for public traffic.	Date	Miles.	Miles.
				Miles.				
XIII	**Oudh and Rohilkhand**—*concld.*							
	Brought forward		234·90	787·72	Brought forward			918·51
	Branches—concld.				*Branches*—concld.			
					Hardwar branch—			
	Najibabad junction (472·02 miles from Moghal Sarai *viâ* the chord line) to the right bank of the Koh river opposite Kotdwára (*Kotdwára branch*)		15·19	250·09	Lhaksar junction to left bank Ganges canal near Jawálapur	1-1-86	13·53	
					Left bank Ganges canal near Jawálapur to Hardwar	20-8-86	3·53	
								17·06
					Kotdwara branch—			
					Najibabad junction to the right bank of the Koh river opposite Kotdwara	24-12-96		15·19
	TOTAL			1,037·81	TOTAL OPEN MILEAGE			950·76
XIV	**Eastern Bengal**—							
	EASTERN SECTION—				EASTERN SECTION—			
	Main line—				*Main line*—			
	Calcutta to Jagati junction	107·25			Calcutta to Ránaghat	29-9-62	45·25	
					Ránaghat to Jagati junction	15-11-62	62·00	
	Jagati junction to 145th mile	37·82	145·07		Jagati junction to 145th mile	1-1-71	37·82	
							145·07	
	Branches—				*Branches*—			
	Jagati junction to river Ganges (*Kooshtea branch*)	3·77			Jagati junction to river Ganges (*Kooshtea branch*)	16-2-64	3·77	
	Kooshtea loop line	1·17			Kooshtea loop line	1-8-81	1·17	
	Canal junction to Chitpore (*Chitpore branch*)	2·00			Canal junction to Chitpore (*Chitpore branch*)	25-8-73	1·88	
					Portion in Chitpore yard for goods traffic	13-4-88	0·12	
	Panchooria junction to new Goalundo	3·24			Panchooria junction to new Goalundo	22-10-98	3·24	
	Mile 145 to Panchooria junction	3·16			Mile 145 to Panchooria junction	1-4-90	3·16	
	Panchooria junction to Faridpore	16·20			Panchooria junction to Shivarampore	20-10-98	8·77	
					Shivarampore to Faridpore	9-4-99	7·43	
	Belgáchhi to the Ganges	2·30			Belgáchhi to the Ganges—For goods traffic	27-10-98	2·30	
	Bhydea junction to Borat	3·17			Bhydea junction to Borat	7-6-97	3·17	
	Panchooria junction to the Ganges (*Fakirabad line*)	6·00	41·01				35·01	
	Carried over		186·08		Carried over		180·08	

D—*continued.*

progress on the 31st March 1900.

BY THE STATE.

Standard gauge

Details of construction.

Rails.

LOCALITY.	60 lb. flat-footed iron rail.	60 lb. flat-footed steel rail.	75 lb. flat-footed Indian state railway steel rail.	75 lb. flat-footed Oudh and Rohilkhand railway pattern steel rail.	TOTAL.
	Miles.	Miles.	Miles.	Miles.	Miles.
Main line including the chord from Benares to Lucknow .	0·03	0·57	398·12	119·47	518·19
Loop Line Benares to Lucknow	0·49	34·95	163·59	...	199·03
Loop line Bareilly to Moradabad	28·67	36·41	...	5·42	70·50
Ranapali to Ajodhya ghat	0·51	2·71	...	...	3·22
Lucknow to Cawnpore . .	0·25	19·80	25·40	...	45·45
Barabanki to Bahramghát .	21·52	...	...	...	21·52
Chandausi to Aligarh . .	...	60·60	...	...	60·60
Najibabad to Kotdwara . .	15·06	0·13	...	...	15·19
Lhaksar to Hardwar . .	0·03	0·05	...	16.98	17·06
TOTAL .	66·56	155·22	587·11	141·87	950·76

Sleepers.

Cast-iron oval bowl, and plate.	Wrought-iron saddle.	Steel, McLellan and Smith's patent.	Steel trough.	Wooden.	TOTAL.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
349·86	59·62	213·10	92·43	235·75	950·76

There are four kinds of ballast in use on the line, *viz.*, sand or earth with a covering of broken brick or kunker, kunker, stone, and shingle.

The permanent-way for the Lucknow-Rae Bareli line is 75 lb. steel rails of the Indian State railway pattern, laid partly on deodar and partly on steel trough sleepers.

The line, with the exception of 19 miles, is fenced throughout with wire fencing.

There are no gradients so steep as 1 in 100 or curves under a radius of 1,000 feet.

With the exception of 0·50 mile laid with 60 lb. steel rails, the permanent-way for the Kotdwara branch consists of second-hand 60 lb. iron rails laid partly on cast-iron oval bowl and partly on wrought-iron saddle back sleepers removed from the main line.

The ruling gradient on this branch is 1 in 100, of which there are five in number situate between miles 5 and 15 and aggregate 2·84 miles in length.

There are no curves under a radius of 1,000 feet.

REMARKS.

Sanction to the construction of the Kotdwára branch, which will serve the military station of Lansdowne, was accorded in October 1895.

A tramway, constructed at the expense of Messrs. Carew & Co., connects the Rosa Sugar Factory with Rosa station on the Oudh and Rohilkhand State railway. This tramway is 3·25 miles long and is worked by manual power. It is used for goods traffic only. The Powayan steam tramway joins the Oudh and Rohilkhand State railway at Sháhjahánpur, 4½ miles from Rosa station.

The Oudh and Rohilkhand railway was acquired by the State from the late guaranteed company on the 1st January 1889.

Orders for construction of the Rae Bareli-Benares line were issued in October 1895. Work commenced in December of the same year, and on its opening was treated as part of the main line.

Between Calcutta and Rajbari the land and earthwork and masonry for bridges were originally constructed for double line whilst the piles and right-hand girders of screw-pile bridges beyond Poradaha were made strong enough for double line. One track was originally laid throughout, but this has been doubled in 1886 to Naihati, in 1892 to Ranaghat, and in 1897 to Poradaha. The rails are double headed. They were originally iron, 74 lbs. to the yard; but iron rails 68, 72 and 85 lbs. to the yard also exist.

The iron rails have been and are being largely replaced by steel rails 30 ft. and 40 ft. long 72 lbs, 73 lbs., 74 lbs. and 75 lbs. to the yard.

The second track between Sealdah and Poradaha consists entirely of steel rails 73 lbs., and 75 lbs. per yard on Denham Olphert's sleepers.

The line from Calcutta to Kooshtea was commenced on the 16th April 1859. The Kooshtea branch was opened for passenger traffic in 1868.

The Goalundo extension was commenced in the cold season of 1865-66 and completed in 1871.

The estimate for the Chitpore branch was sanctioned on the 12th April 1873. The line was completed and opened for goods traffic on the 25th August 1873, but the length was not included with the open mileage until 1874.

There is a branch, ½ mile in length, at Shámnagar which is treated as a siding. It was opened in April 1868.

APPENDIX

Railways constructed and in

STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
XIV	**Eastern Bengal**—*contd.*	Miles.	Miles.	Miles.			Miles.
	Brought forward .		186·08		Brought forward .		180·08
	EASTERN SECTION—*concld.*				EASTERN SECTION—*concld.*		
	Porádaha branch—				*Porádaha branch*—		
	Porádaha (102·72 miles from Calcutta) to Bhairámára on the right bank of the Ganges	11·79			Porádaha to Bhairámára .	19-1-78	11·79
	Bhairámára to Golabnuggur (Dámukdia station) . . .	6·10			Bhairámára to Golabnuggur (Dámukdia) . .	8-12-83	6·10
			17·89				17·89
				203·97	*Total Eastern section* .		197·97
	SOUTHERN SECTION—				SOUTHERN SECTION—		
	Original line—				*Original line*—		
	Calcutta to Port Canning . .		28·04		Calcutta to Chámpaháti .	2-1-62	15·00
	Junction with Eastern section . .		0·41		Chámpaháti to Port Canning	15-5-63	12·79
			28·45		Junction with Eastern section	15-8-85	0·41
					Bansra Diversion . .	5-3-1900	0·25
							28·45
	Diamond Harbour line—				*Diamond Harbour line*—		
	Sonárpur to Magra Hát . .	14·85			Sonárpur to Baruipur . .	10-6-82	5·30
					Baruipur to Magra Hát .	18-12-82	9·55
	Magra Hát to Diamond Harbour	12·69			Magra Hát to Diamond Harbour	25-4-83	12·69
	Diamond Harbour towards Hara fort	0·42			Diamond Harbour towards Hara fort . . .	25-4-83	0·42
			27·96				27·96
	Carried over .		56·41	203·97	Carried over .		197·97 / 56·41

D—*continued.*

progress on the 31st March 1900.

BY THE STATE.

Standard gauge.

Details of construction.	Remarks.
The sleepers on the main line were originally creosoted pine, hardwood and sál, and on branches cast-iron bowl sleepers. Wooden sleepers have been and are being largely replaced by Denham Olphert's sleepers.	In 1887 the terminus at the Goalundo end was removed from old Goalundo to a point north of Rajbári. The extension to Panchooria, 6 miles east of Rajbári, was opened for goods traffic in August 1887, and used for country boat traffic only. It was opened for passenger traffic on the 1st April 1890. The survey of the Rajbari-Faridpore branch was ordered in December 1895. The construction of the line was sanctioned in February 1897 and the work started in March 1897. The Kooshtea branch has been reduced from 4 to 3·77 miles, part of it being treated as a siding since the construction of the Kooshtea loop line. The rails on the portion of line from the Kooshtea engine shed to old Kooshtea, 0·75 mile, have been taken up. The lines from Belgáchhi and Panchooria to the Ganges and from Rajbári to Lalgola (new station) were sanctioned for construction in February 1896. The Eastern Bengal railway was acquired by the State on the 1st July 1884, and on the same date the Porádaha branch of the Northern Bengal State railway was permanently amalgamated with the Eastern Bengal State railway.
The Porádaha branch is laid with rails, 72lb. to the yard, on iron pot sleepers. The Dámukdia extension beyond Bhairamara is laid on Denham Olphert's sleepers with steel rails, 75lb. to the yard. This section is fenced throughout.	Sanction to the construction of the Porádaha-Bhairámára and Bhairámára-Golabnuggur sections was given on the 4th April 1876 and 22nd September 1883, respectively. A steam ferry in connection with the train services plies on the Ganges between Golabnuggur and Sára ghát. The doubling of the line between Naihátí and Sealdah was sanctioned in July 1884 and completed in 1886-87, between Naiháti and Kánchrapára and Kánchrapára and Ránaghat was sanctioned in May 1891 and October 1891, respectively, and completed in 1892, and between Ránaghat and Porádaha Junction was sanctioned in December 1895, and completed in 1897. The Raita extension, 5 miles in length, was surveyed in 1886, sanctioned in May 1890, and completed in September 1890. It branches off from Dámukdia Junction, about 16 miles from Porádaha station, and is treated as a siding. The Golbatan extension, 2·84 miles in length, which branches off from a point 8 miles 320 feet on the Porádaha branch, was sanctioned for construction in January 1895 and opened for goods traffic on 9th November 1896. It is treated as a siding.
The line from Calcutta to Port Canning is laid with a single track, except between Calcutta and Ballyganj which was doubled in October 1888, but sufficient land has been taken up for a double line and portions of embankment have been formed for a double line. The masonry of the bridges is built for a double line, but the girders are laid for a single line only, except on the Tolly's Nullah and Piáli bridges which are designed but not adapted to carry a double line of rails. From Calcutta to Sonárpur (10 miles) the line has been relaid with 73lb. 30 feet steel rails on Denham-Olphert's sleepers. From Sonárpur to Port Canning the rails are iron 74lb. to the yard, laid generally on wooden sleepers mixed with cast-iron bowls. A short length, 0·25 mile, has been laid with Greaves' bowls. With the exception of the Usti Khal bridge, one span of 100 feet, there are no large or difficult engineering works on the Diamond Harbour line. This line is laid with new steel rails, 64 and 73lb. to the yard, on Denham-Olphert's sleepers.	The Bahadurpur extension, 1·52 miles in length, branches off from Damukdia and is treated as a siding. It was sanctioned in January 1894 and has been used from time to time to suit Damukdia Ghát Station. The line from Calcutta to Port Canning was constructed under guarantee. The company surrendered it to Government under the provisions of the contract on the 1st April 1868. The Beliaghâta station, the Calcutta terminus of the late Calcutta and South-Eastern state railway, which had been closed, the trains of the Southern section being worked from the main station at Sealdah, was re-opened for passenger traffic on 1st October 1897. The diversion at Bansra was sanctioned in January 1900 and opened in March 1900. Orders for the Diamond Harbour survey were issued in November 1878, and on the 9th September 1880 sanction was accorded to the commencement of work on the Sonárpur-Magra Hát section.

APPENDIX

Railways constructed and in

STATE LINES

Standard gauge.

No.	Name of line and mileage sanctioned.	Miles	Total mileage.	Date of opening for public traffic.		Miles.
		Miles	Miles.			Miles.
XIV	**Eastern Bengal**—*contd* Brought forward	56·41	203·97	Brought forward		197·97 / 56·41
	SOUTHERN SECTION—*concld*			SOUTHERN SECTION—*concld.*		
	Budge-Budge extension—			*Budge-Budge extension*—		
	Ballygunge (4·25 miles from Sealdah on the Southern section) to Budge-Budge	13·66		Ballygunge to Budge-Budge— For goods traffic	1-5-90	13·66
				For passenger traffic	1-6-90	
			70·07	*Total Southern section*		70·07
				DOUBLE—EASTERN SECTION— *Main line*—		
				Calcutta to Naihâti	1-8-86	23·23
					21-3-87	0·26
				Naihâti to Kánchrapára	20-4-92	4·69
				Kánchrapára to Ránaghat	12-11-92	17·56
				Ranaghat to Aranghata	7-8-97	5·50
				Aranghata to Bogoola	17-9-97	6·75
				Bogoola to Shibnibash	3-11-97	6·65
					17-11-98	0·75
				Shibnibash to Ramnagar	17-9-97	9·50
				Ramnagar to Poradaha	7-8-97	27·58
				Canal Junction to Chitpore	13-4-88	1·88
						104·35
				DOUBLE—SOUTHERN SECTION— *Main line*—		
				Sealdah to Ballygunge	20-10-88	3·50
					19-9-90	0·36
				Ballygunge to Dock Junction	20-11-93	4·00
						7·86
				TOTAL DOUBLE LINE		112·21
	TOTAL		274·04	TOTAL OPEN MILEAGE (STANDARD GAUGE SECTION)		268·04
XV	**Calcutta Port Commissioners'**—					
	Cossipore to Chandpal Ghât, Calcutta	4·06		Bagbazar to Cossipore	1-6-78	1·14
				Bagbazar to Meerbohur Ghât	1-11-75	1·76
				Meerbohur Ghât to Jetties	1-6-78	0·84
				Jetties to Chandpal Ghât	1-12-80	0·32
				Chandpal Ghât to Kidderpore docks	1-1-87	2·16
						6·22
	Chandpal Ghât to Kidderpore docks	2·16				
	Shalimar branch— Telkul ghât road to Bhurpara khal at Shalimar	2·31		*Shalimar branch*— Telkul ghât road to Bhurpara khal at Shalimar	11-12-84	2·31
	TOTAL		8·53	TOTAL OPEN MILEAGE		8·53

D—continued.

progress on the 31st March 1900.

WORKED BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The Budge-Budge extension has been constructed for a double line between Ballygunge and Dock Junction, and for a single line only between Dock Junction and Budge-Budge. The only important work on this extension is the bridge over the Tolly's Nullah, the main span of which is 115 feet 10 inches. The rails, mostly 30 feet in length, are 73lb. to the yard and of steel throughout, and the sleepers are almost entirely Denham-Olphert's. The total length of fencing provided on the southern section, including the Budge-Budge extension, is 47·50 miles. The grade 1 in 300 is the sharpest on the line and occurs at miles 4 and 6, Southern section, at miles 20 and 22 on the Canning branch (Bansra diversion), and miles 112, 129 and 131, Eastern section. The length of the longest one is 0·90 mile.	Sanction to the construction of the Kidderpore dock line which formed a part of the projects for the accommodation of the traffic of the railways converging at Calcutta, was given in July 1886. The estimate, sanctioned for the work, included the doubling of the line from Sealdah to Ballygunge and the construction of a branch line from the latter station to Tolly's Nullah which is crossed by a bridge. The extension to the docks, undertaken by the Port Commissioners, has been finished. Sanction to the construction of the Budge-Budge extension was given in November 1888. It was completed and opened to traffic in 1890. The Port Commissioners' tramway from Tolly's Nullah to Santoshpur (4·63 miles) has been taken over and now forms part of the Budge-Budge extension Sanction to the construction of the double line from Ballygunge to Dock junction was given in November 1889 It was completed and opened in November 1893. A branch line, 2·50 miles long, was laid in November 1891 for the British India Steam Navigation Company from Brace Bridge junction to Brace Bridge Hall. It is treated as a siding On the 1st April 1887 the Eastern Bengal and the Calcutta and South-Eastern railways were amalgamated with the Northern Bengal, the Kaunia-Dharla, the Dacca and the Assam-Behar railways, and these lines are now worked as one combined system. The Eastern Bengal State railway was retransferred from Provincial to Imperial control with effect from the 1st April 1892.
The line is laid partly with iron and partly with steel rails, weighing 60lb. to the yard, on Maclellan's patent embossed sleepers and sâl sleepers; packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The line is fenced with wire and iron standards. The line is laid partly with new rails on Maclellan's embossed sleepers and partly with East Indian railway second-hand material on transverse wooden sleepers, and packed with ballast. This section is fenced on the east side with wooden posts and rails. There are 5 small curves aggregating 678 feet, the radii of which vary from 500 feet to 750 feet and the lengths from 74 feet to 200 feet. The gradients up to 1 in 100 are: 1 of 1 in 80 . . . . 300 feet in length, and 1 of 1 in 90 . . . . 400 „ „ The Shalimar branch is laid partly with single-headed steel rails weighing 60lbs. to the yard, on Maclellan's patent embossed steel sleepers, and partly with East Indian railway second-hand iron rails laid on cast-iron ordinary chairs spiked on teakwood sleepers. Packing is done with coal cinders and ballast. The line is fenced with wire and iron standards with wooden gate posts. The openings across the line are secured with balance poles or iron gates.	The line from Cossipore to Chandpal Ghât is laid along the east side of the foreshore road, and junctions are effected at Chitpore and Baghbazar with the Eastern Bengal State railway and the Municipal railway, respectively. This line serves the godowns, warehouses, and mills along the foreshore road, and also the jetties, and is used for goods traffic only. It was sanctioned in 1874 This line is really a single line, but there are a large number of sidings for crossing trains and loading goods. There is a bridge over the Circular canal the platform carrying the rails of which is constructed to lift and lower. This is to enable boats to pass when necessary From Chandpal Ghât to Kidderpore docks a line with sidings was at first laid in 1886, being included in the general sanction for the docks, and was used solely for the carriage of material for the construction of the docks. It was opened to general goods traffic in 1891. The line is laid on the west side of the Howrah foreshore road and junction is effected with the East Indian railway on the north face of the overbridge across the ditch on the north of the Telkul ghât road. The line serves the workshops of Messrs. Burn and Company, the chawl golahs at Ramkrishtopore, the timber yard, flour and jute mills on the Howrah foreshore, as well as the several coal depôts at Shalimar, and is used for goods traffic only. The line is of a single track, and from it several sidings branch off to the jute and flour mills, etc.

APPENDIX

Railways constructed and in

Standard gauge.

STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage
XVI	East Coast—			Miles.
	Main line—			
	Washermenpet to Ennúr .	7·00		
	Ennur to Gudur . . .	74·60		
	Gudur to Nellore . .	24·24		
	Nellore to Kistna Canal Junction	154·13		
	Kistna Canal Junction to Bezwada	*2·66		
	Tadêpalli to Bezwada . .	†2·99		
	Bezwada station Facing Points to the distant signal of the Bezwada extension .	0·22		
	Bezwada to Kovvúr, right bank of the Gódávari opposite Rajahmundry (permanent line) . . .	88·58		
	Rajahmundry to Kovvúr .	4·55		
	Gódávari North to Vizianagram *viâ* Waltair .	158·92		
	Vizianagram to Parlákimedi Road	55·20		
	Parlákimedi Road to Palasa .	33·11		
	Palasa to Berhampore-Ganjam	45·94		
	Berhampore-Ganjam to Rambha	29·56		
	Rambha to Khurda Road .	61·54		
	Khurda Road to Bhubaneshwar . . .	11·76		
	Bhubaneshwar to Cuttack Road (Barang) . .	10·32	765·32	
	Branches—			
	Samalkot Junction (32·50 miles from Gódávari, North) to Cocanada port (*Cocanada branch*) . . .	10·33		
	Waltair Junction (125·50 miles from Gódávari, North) to Vizagapatam, including Wharf and Swamp lines (*Vizagapatam branch*) .	4·97		
	Khurda Road (372·75 miles from Gódávari, North) to Puri (*Puri branch*) . .	25·34		
	Puri branch extension .	1·84	42·48	
	TOTAL .			807·80
	TOTAL STATE LINES WORKED BY THE STATE (STANDARD GAUGE)			5,215·40

Date of opening for public traffic.	Date	Miles.
Main line—		
Washermenpet to Ennur .	22-2-96	7·00
Ennúr to Gudur . .	23-2-99	74·60
Gudur to Nellore . .	1-11-88	24·24
Nellore to Kistna Canal Junction . .	20-12-98	154·13
Kistna Canal Junction to Bezwada . .	15-7-97	*2·66
Tadépalli to Bezwada—		
For metre gauge traffic only	1-1-94	†2·99
Bezwada station Facing Points to distant signal of the Bezwada extension .	10-2-89	0·22
Bezwada to the south bank of the Gódávari . .	20-2-93	88·58
Gódávari, North to Vizianagram *viâ* Waltair—		
For goods traffic . .	15-7-93	158·92
For passenger traffic .	21-8-93	
Vizianagram to Parlákimedi Road	20-7-94	55·20
Parlákimedi Road to Palasa—		
For goods traffic .	17-12-94	33·11
For passenger traffic . .	1-4-95	
Palasa to Berhampore-Ganjam	1-4-95	45·94
Berhampore-Ganjam to Rambha—		
For goods traffic . .	1-9-95	29·56
For passenger traffic .	15-10-95	
Rambha to Khurda Road . .	1-3-96	61·54
Khurda Road to Bhubaneshwar—		
For goods traffic .	20-7-96	11·76
For passenger traffic .	1-9-96	
Bhubaneshwar to Cuttack Road (Barang) . .	1-2-97	10·32
Branches—		
Cocanada branch—		
Samalkot Junction to Cocanada port—		
For goods traffic . .	15-7-93	10·33
For passenger traffic .	21-8-93	
Vizagapatam branch—		
Waltair to Vizagapatam, including wharf, 0·82 mile—		
For goods traffic . .	15-7-93	4·97
For passenger traffic .	21-8-93	
Swamp line—		
For goods traffic . .	1-10-94	
Puri branch—		
Khurda Road to Puri .	1-2-97	25·34
Puri branch extension—		
Temporary Puri station to new Puri station.	1-6-98	1·84
TOTAL OPEN MILEAGE .		803·25
		5,043·29

* Standard gauge.
† Including 2·66 miles (mixed gauge) and 0·33 mile (metre gauge).

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. Standard gauge.

Details of construction.	Remarks.
On the Waspermenpet-Ennur section, the permanent-way consists of flat-footed 75lbs. steel rails (M. C. S. Ry. pattern) with 5-holed fish plates, laid [illegible] sleepers. There are no gradients of [illegible]. The sharpest curve is [illegible]. On the Ennur-Kistna Canal section, the [illegible] consits of 75lbs. flat-footed [illegible] fish plates laid on wooden sleepers. [illegible] gradients so steep [illegible] dius of 1,000 feet. The ruling gradient from Washermenpet to Kistna Canal Junction is 1 in 200, of which there are [illegible] in number, aggregating 36·89 miles in length. On the Kistna Canal, Barang section, the permanent-way consists of 75lbs. F. F. steel rails with 5 holed fishplates, 284 miles being laid with wooden and the rest with steel pea-pod sleepers. The ruling gradient is 1 in 150, of which there are 119 in number, aggregating 76·06 miles in length. There are no curves under a radius of 1,000 feet. The whole line has been constructed for a single track, except the length Waltair to Junction (mile 212·50) or a total length of 4 miles on which the bridges and earthwork are constructed for a double line. Only some of the station yards and first class level crossings are fenced on the whole line. The main line is not fenced. There are many bridges over rivers, irrigation channels and distributaries, and, omitting the 111 spans of 40′ girders in the Gudur-Nellore section, the following is the list of some important bridges on the whole line.— Ennúr creeks . . . 30 spans of 40 ft. Swarnamukhi . . . 22 " " 40 " Penner . . . 23 " " 70 " and 5 " " 40 " Palar . . . 21 " " 40 " Gundlakama . . . 13 " " 60 " Kistna . . . 12 " " 300 " Gódávari (un-open) . . 56 " " 150 " Tuni . . . 4 " " 100 " Anakápalli . . . 6 " " 100 " Beemasingha . . . 5 " " 100 " Nellimarla . . . 4 " " 100 " Lyángulya . . . 7 " " 150 " Vamsadhára . . . 19 " " 70 " Rushikulya . . . 10 " " 150 "	The construction of Washermenpet-Ennur section, which was sanctioned in August 1894, was carried out by the Madras Railway Company and was worked by that Company up to the 1st July 1899 when it was taken over by the State and amalgamated with the East Coast Railway. The construction of the the line from Ennur to Kistna Canal Junction was sanctioned in July 1895. The portion from Gudur to Nellore, which had been laid to metre gauge in order to utilize South Indian Railway rolling-stock, had to be widened to standard gauge. The heavy work of changing all the girders, including 111 spans of 40 feet, and rebuilding much of the masonry, was completed before the monsoon, and the conversion to standard gauge finally effected on 1st November when the East Coast Railway opened and is working the section. The survey of the section from Kistna Canal Junction to Barang, excepting the Puri branch, was ordered in September 1889. The construction was sanctioned in July 1890, and it was decided to make the railway by State agency. The portion beyond Barang has been constructed by the Bengal-Nágpur Railway Company. The construction of the Puri branch was sanctioned in July 1895. Pending the completion of the Gódávari bridge, the traffic across the Gódávari river is worked by a steam ferry. This service was formerly worked by a steamer hired from the Gódávari District Board, to whom the ferry working was leased yearly by the railway; but since the railway has acquired and brought into working a flotilla consisting of 2 steamers and 10 barges of its own, it works the ferry transhipment. This is now effected by crossing wagons, with only a short break during the year.

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.
		Miles.	Miles.	Miles.
XVII	**Great Indian Peninsula—**			
	NORTH-EAST LINE—			
	Main line—			
	Bombay (Victoria terminus) to Kalyán Junction .	33·38		
	Kalyán Junction to Bhusával Junction . . .	243·89		
	Bhusával Junction to Jubbulpore (point of Junction with the East Indian railway) .	337·84		
			615·11	
	Branches—			
	Chalisgaon (203·48 miles from Bombay) to Dhulia	34·84		
	Jalgaon (260·96 miles from Bombay) to Amalner .	34·28		
	Bhusával Junction (277·27 miles from Bombay) to Nágpur (point of junction with the Bengal-Nágpur railway) (*Nágpur branch*)	243·25		
	Gádarváda Junction (535·33 miles from Bombay) to Gotitoria (*Mohpáni branch*) . . .	13·54		
			325·91	941·02
	SOUTH-EAST LINE—			
	Main line—			
	Kalyán Junction (33·19 miles from Bombay) to Ráichúr (point of junction with the Madras railway) . .		408·86	
	Khopoli branch—			
	Palasdhari (63·71 miles from Bombay) to Khopoli .		7·24	416·10
	Carried over .			1,357·12

Date of opening for public traffic.		
		Miles.
NORTH-EAST LINE—		
Main line—		
Victoria terminus to Bori Bandar . .	1-1-82	0·19
Bori bandar to Thána .	18-4-53	20·54
Thána to Kalyán .	1-5-54	12·65
Kalyán to Vásind .	1-10-55	16·14
Vásind to Asangaon .	6-2-60	3·75
Asangaon to Kasára .	1-1-61	21·84
Kasára to Igatpuri (Thal ghât) . .	1-1-65	9·89
Igatpuri to Násik .	28-1-61	31·43
Násik to Chálisgaon .	1-10-61	87·24
Chálisgaon to Jalgaon .	6-10-62	57·48
Jalgaon to Bhusával .	20-5-63	15·01
Bhusával to Burhánpur .	20-11-65	33·91
Burhánpur to Khandwa .	3-9-66	42·79
Khandwa to Bir . .	17-2-68	21·15
Bir to Itársi . .	1-1-70	89·27
Itársi to Sohágpur .	1-2-70	30·69
Sohágpur to Jubbulpore .	8-3-70	121·14
		615·11
Amalner branch—		
Jalgaon to Dhrangaon—For goods traffic .	20-2-00	19·00
Nágpur branch—		
Bhusával Junction to Malkápur . . .	20-5-63	30·05
Malkápur to Shegaon .	24-10-64	32·53
Shegaon to Badnera .	18-12-65	72·67
Badnera to Pulgaon .	16-7-66	40·29
Pulgaon to Sindi .	5-11-66	38·27
Sindi to Nágpur . .	20-2-67	29·44
		243·25
Mohpáni branch—		
Gádarváda to Mohpáni—For coal traffic only .	3-9-72	12·47
For public traffic .	1-1-81	
Mohpáni to Gotitoria .	22-11-96	1·07
		13·54
SOUTH-EAST LINE—		
Main line—		
Kalyán to Palasdhari (Karjat) . . .	12-5-56	30·61
Palasdhari to Khandála (Bhore ghât) . .	14-5-63	13·20
Khandála to Lonávla (Bhore ghât) . .	14-6-58	2·35
Lonávla to Poona . .	14-6-58	39·66
Poona to Diksál . .	15-12-58	64·25
Diksál to Bársi Road .	23-10-59	50·60
Bársi Road to Mohol .	20-1-60	28·32
Mohol to Sholápur .	6-6-60	20·51
Sholápur to Gulbarga .	1-2-70	70·29
Gulbarga to the Kistna .	1-12-70	73·76
Kistna to Ráichúr .	1-5-71	15·31
		408·86
Khopoli branch—		
Palasdhari to Khopoli .	12-5-56	7·24
Carried over .		1,307·00

D—*continued.*

progress on the 31st March 1900.

BY GUARANTEED COMPANIES. **Standard gauge.**

Details of construction.

The north-east line to Khandwa, 352·39 miles; 0·74 mile near Bágra; 46·42 miles from Kalyán Junction to Lonávla on the south-east line, and 62·37 miles from Bhusával to Shegaon on the Nágpur branch—461·92 miles in all—are double. Between Victoria terminus and Byculla Junction, a distance of 2·87 miles, four tracks are laid. Two of these tracks, however, are used for goods traffic only, and are treated as sidings in the mileage returns. On the rest of the line generally the earthwork is for a single line, and the bridges and viaducts for a double line.

The rails originally laid were iron weighing 68lb. and 84lb. to the yard. These are now being gradually replaced by steel rails weighing 69lb., 82lb. and 86lb. to the yard. The lengths at present laid with steel and iron rails in the main line are 1,696·58 and 32·56 miles, respectively.

The sleepers originally laid were chiefly wooden. These are now mostly replaced by iron bowls. There were 1,661·38 miles of bowl sleepers and 67·76 miles of wooden sleepers on the 31st December 1899.

The whole of the south-east line, excepting the ghât section, is laid with iron bowls.

The line, with the exception of the Mohpáni branch, is well fenced throughout.

The line throughout is very fully ballasted.

The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:

Section of line.	Length of gradients. 1/40 and less.	1/41 to 1/60.	1/61 to 1/100.	Length of curves of 1,000 feet radius.
	Miles.	Miles.	Miles.	Mile.
North-east line—				
Miles 75—84 from Bombay (Thull ghât)	5·05	2·36	...	...
Miles 21—99 from Bombay	...	...	13·55	...
„ 271—3 „	...	...	0·94	...
South-east line—				
Miles 64—80 from Bombay (Bhore ghât)	14·26	0·46	...	...
Miles 63—64 from Bombay	...	...	0·43	...
„ 298—376 „	...	...	16·65	...
„ 75—76 „	...	...	...	0·34

Remarks.

The line from Bombay to Thána was commenced on the 31st October 1850, and that from Bhusával Junction to Malkápur towards the close of 1859.

The dates of orders for the construction of other sections on the north-east line, including branches, are as follows:

Thána to Persick	28-3-51
Persick to Kalyán	22-5-52
Kalyán to Vásind	20-5-53
Vásind to Bhusával	25-3-57
Bhusával to Jubbulpore	1858
Nágpur branch	27-9-58
Mohpáni branch	13-2-71
Mohpáni to Gotitoria	25-2-96

From Sholápur to Gulbarga the contractors commenced work on the 3rd August 1865, and from Gulbarga to Ráichúr the contract was let in December 1865. The Kistna bridge on the Gulbarga-Ráichúr section was opened on the 9th October 1873.

The remaining portions of the south-east line were sanctioned for construction on the following dates:

Kalyán to Neral	13-5-54
Neral to Palasdhari	80-1-55
Palasdhari to Poona	7-7-55
Poona to Sholápur	5-10-55
Khopoli branch	30-1-55
Chalisgaon to Dhulia	15-7-97
Amalner to Jalgaon	Jany. '98

The Khopoli branch is worked during fair weather only.

This company works, under agreement, the Dhond-Manmád, Khamgaon, Amraoti, and Wardha Coal railways. The terms on which the branch lines are worked will be found in Appendices W and K, J and I, to Part II of the Railway Administration Reports for 1881-82 and 1890-91, respectively.

APPENDIX

Railways constructed and in

LINES WORKED BY

Standard gauge.

No	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
XVII	Great Indian Peninsula—*concld*	Miles.			Miles.
			Brought forward		1,307·00
	Brought forward	1,357·12	DOUBLE—NORTH-EAST LINE—		
			Victoria terminus to Bori Bandar	1-1-82	0·19
			Bori Bandar to Thána	18-4-53	20·54
			Thána to Kalyán	1-5-54	12·65
			Kalyán to Vásind	22-10-66	16·15
			Vásind to Átgaon	20-2-67	9·65
			Átgaon to Kására	25-4-67	15·94
			Kására to Igatpuri	1-1-65	9·89
			Igatpuri to Násik	10-1-69	31·43
			Násik to Chálisgaon	10-1-69	87·24
			Chálisgaon to Kajgaon	10-1-69	11·86
			Kajgaon to Páchora	17-3-69	16·05
			Páchora to Máheji	27-5-69	9·14
			Máheji to Bhádli	6-3-73	27·59
			Bhádli to Bhusával	6-6-73	7·84
			Bhusával to Bhusával Junction	1-7-92	1·11
			Bhusával Junction to Khandwa (Abna Junction)	11-1-89	75·12
			Bágra tunnel to Towa viaduct	1-2-70	0·74
					353·13
			DOUBLE—SOUTH-EAST LINE—		
			Kalyán to Palasdhari	25-7-70	30·61
			Palasdhari to Khandála } Bhore ghát	14-5-63	13·20
			Khandála to Lonávla } Bhore ghát	14-6-58	2·61
					46·42
			DOUBLE—NAGPUR BRANCH—		
			Bhusával Junction to Nádgaon	11-1-89	17·72
			Nádgaon to Shegaon	1-4-90	44·65
					62·37
			TOTAL DOUBLE LINE		461·92
		1,357·12	TOTAL OPEN MILEAGE		1,307·00
XVIII	Bombay, Baroda and Central India—				
	Main line— Miles.		*Main line*—		
	Bombay (Colába) terminus to Ahmedabad 309·64		Colába to Marine lines	18-1-70	2·00
	Extension to Viramgám Junction and Wadhwán 79·93		Marine lines to Charni Road	19-6-69	0·75
	389·57		Charni Road to Bellasis Road	13-9-68	0·75
			Bellasis Road to Bulsár	28-11-64	121·00
	Carried over	389·57	Carried over		124·50

D—*continued.*

progress on the 31st March 1900.

GUARANTEED COMPANIES.

Standard gauge.

Details of construction.	Remarks.

he line is double from Colába to Dahanu 78·28 miles; from Sachin to Anklesvar 40·19 miles; from Broach to Baroda 44·01 miles; and from Bárejadi to Ahmedabad, 10·21 miles—in all 172·69 miles. The work of doubling the line from Dahanu to Sachin 80·00 miles is in hand and from Anklesvar to Broach 5 miles is completed. The warren girders of the bridges have been renewed by steel plate girders.

he Nerbudda viaduct had a complete double line of superstructure before the disaster of 1876; but on the reconstruction of the destroyed portion only a single line was provided on that part. Part of the double line on the standing portion was removed. The whole structure has, however, been replaced by an entirely new bridge, which was opened on the 16th May 1881. This bridge is constructed with piers for a double road, but only one set of girders has been erected.

The section from Colába to Marine Lines was commenced in May 1865.

The estimates of the extension to Wadhwán were sanctioned on the 24th October 1870.

The following are the dates of sanction of the remaining sections of this line:

Marine Lines to Charni Road . .	1868
Charni Road to Grant Road . .	May 1863
Grant Road to Dádar . . .	July 1862
Dadar to 50th mile (from Colaba) .	1859
50th mile (from Colába) to Surat .	1858
Surat to Ahmedabad . . .	1857 and 1859
Ahmedabad to Viramgám . .	October 1870

APPENDIX

Railways constructed and in

LINES WORKED BY

Standard gauge.

No.	Name of line and mileage sanctioned.	Miles.	Total mileage. Miles.	Date of opening for public traffic.		Miles.
XVIII	**Bombay, Baroda and Central India**—*concld.*					
	Brought forward .	389·57		Brought forward .		124·50
				Bulsár to Navsári . .	2-9-61	24·25
				Navsári to Sachin . .	20-5-61	9·25
				Sachin to Surat . .	18-3-61	9·00
				Surat to Amroli . .	19-11-60	2·25
				Amroli to Anklesvar .	10-2-60	28·75
				Anklesvar to the Nerbudda . . .	5-12-60	5·50
				Nerbudda to Broach .	22-6-60	
				Broach to Baroda . .	9-1-61	43·75
				Baroda to Dholia . .	22-4-61	11·25
				Dholia to Mehmadabad .	3-9-62	33·25
				Mehmadabad to Ahmedabad	21-1-63	17·89
				Ahmedabad to Sábarmati	1-1-70	3·75
				Sábarmati to Sánand .	24-5-71	13·75
				Sánand to Viramgám .	30-11-71	22·75
				Viramgám to Wadhwán .	25-5-72	39·68
						389·57
	Branches—			*Branches*—		
				Godhra branch—		
	Ánand junction (269·50 miles from Bombay) to Godhra (*Godhra branch*)	49·21		Ánand to Dákor . .	8-4-74	16·75
				Dákor to Rukhyal .	6-1-75	1·75
				Rukhyal to Hungari .	6-12-76	9·00
				Hungari to Páli . .	29-1-77	4·71
				Páli to Godhra . .	26-2-82	17·00
						49·21
				Pátri branch—		
	Khárághoda in the Runn of Cutch, to Viramgám Junction (349·75 miles from Bombay on the Wadhwán extension on the Bombay, Baroda and Central India railway) (*Pátri branch*)	22·12		Khárághoda to Viramgám . . .	12-5-73	22·12
		71·33		DOUBLE—MAIN LINE—		
				Colába to Marine lines .	18-1-70	1·91
				Marine lines to Charni Road . . .	19-6-69	0·71
				Charni Road to Bellasis Road	13-9-68	1·29
				Bellasis Road to Máhim .	20-7-65	5·44
			460·90	Máhim to Bándra . .	23-2-66	1·07
				Bándra to Santa Cruz .	23-5-66	1·83
				Santa Cruz to Andheri .	29-8-67	2·71
				Andheri to Bháyndar .	27-4-85	13·33
				Bháyndar to Virár . .	1-10-85	10·34
				Virar to Palghar . .	1-12-97	19·28
				Palghar to Dahanu . .	17-1-98	20·37
				Sachin to Kánkra Khári	4-7-87	6·36
				Kánkra Khári to Surat .	5-6-68	2·72
				Surat to Amroli . .	9-10-67	2·19
				Amroli to Sayan . .	25-5-98	6·43
				Sayan to Kim . .	1-10-98	6·33
				Kim to Anklesvar . .	11-12-99	16·16
				Broach to Miyagam .	15-10-99	25·42
				Miyagam to Itola . .	15-9-97	7·82
				Itola to Baroda . .	7-6-95	10·77
				Bárejadi to Ahmedabad	2-6-87	10·21
				TOTAL DOUBLE LINE .		172·69
	TOTAL .		460·90	TOTAL OPEN MILEAGE .		460·90

D—*continued.*

progress on the 31st March 1900.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	Remarks.
The main line is chiefly laid with double-headed steel rails, weighing 69lb. to the yard, except on the Wadhwán extension, which is, for the most part, laid with 60lb. iron rails and cast iron pots. On the Ahmedabad-Viramgám section, however, 8 miles of road are being renewed annually with 69lb. steel rails. On the southern part of the line (Bombay to Broach) the rails are laid with creosoted pine sleepers fully ballasted with stone; on these parts the sleepers are left bare of ballast between the rails. On the rest of this division, and on the whole of the northern division, pot sleepers are used generally with sand ballast with a skin of stone to keep down the dust, but in a few cases with stone, and renewals are made with stone or gravel.	
On the double line from Virar to Dahanu, Amroti to Anklesvar and Broach to Miyagam, 82lb. bull-headed steel rails are laid on creosoted pine sleepers and based four-holed chairs and ballasted with stone and gravel ballast. On the double line from Miyagam to Itola 82lb. bull-headed steel rails are laid on cast iron pot sleepers and ballasted with gravel ballast. On the double line Itola to Baroda 69lb. double-headed steel rails are laid on cast iron pot sleepers and ballasted with gravel ballast. The main line is wholly fenced. As far as Ahmedabad it is all wire fence, except some 2 miles of cactus. From Ahmedabad to Wadhwán there are 37 miles of cactus and 43 miles of wire. The ruling gradient on the main line is 1 in 500 of which there are 63 in number aggregating 97·87 miles in length. The formation and earthwork of the Godhra branch are for a single line; the rails are 61lb. and 69lb. steel, laid, with a few trifling exceptions, on iron pot sleepers with sand ballast. The 60lb. iron rails have been renewed with 69lb. steel rails. The line is located on the trunk road, and is fenced partly with cactus (8 miles) and partly with wire (41 miles).	
The ruling gradient on the Godhra branch is 1 in 200 of which there are 7 in number aggregating 4·05 miles in length. The rails on the Pátri branch are flat-footed, weighing 48lb. to the yard, and are laid on creosoted pine sleepers with sand ballast. On this branch 2 miles of road are being renewed annually with 50lb. steel rails. This branch is unfenced. The ruling gradient on the Pátri branch is 1 in 300, of which there are 4 in number aggregating 0·74 miles in length. There are no curves under a radius of 1,000 feet. The length and situation of gradients up to 1 in 100 are shown in the statement below :—	The Pátri branch was constructed by the Bombay, Baroda and Central India Railway Company at the expense of the State, and is worked under agreement by that Company as part of their own system. The capital outlay incurred by the State was charged against the Civil Works grant. The dates of orders for survey and construction are 26th May 1870 and 13th June 1871, respectively. The Gaekwar's Dabhoi, Mehsána and Petlád railways are worked under agreement by this company. The terms of working the Dabhoi and Mehsána railways will be found in Appendix AA to Part II of the Railway Administration Report for 1897-98 and in Appendix M to Part II of the Railway Administration Report for 1893-94, respectively. The Rajputana-Malwa State railway has been leased to this Company from the 1st January 1885 to the 30th June 1900. The terms of the lease will be found in Appendix J to Part II of the Railway Administration Report for 1884-85.

Section of line.	Length of gradients.	
	1 in 80.	1 in 100.
	Miles.	Miles.
Main line, miles 197 and 198 from Bombay	...	0·06
" " 259 and 260 "	...	0·13
Godhra branch, miles 301 to 304 from Bombay	1·32	...
Godhra branch, miles 315 and 316 from Bombay	...	0·05

APPENDIX

Railways constructed and in

Standard gauge.

LINES WORKED BY

No.	Name of line and mileage sanctioned.			Total mileage.
XIX.	Madras—			
	South-west line—			Miles
	Main line—			
		Miles.	Miles.	
	Madras to Veyasarpaudy Junction . .	2·16		
	Veyasarpaudy Junction to Arkonam Junction .	40·25		
	Arkonam Junction to Calicut . . .	370·73		
			413·14	
	Branches—			
	Veyasarpaudy Junction to Rayapuram (*Rayapuram branch*) .		2·16	
	Rayapuram to Beach .		1·04	
	Walajah Road (Arcot) to Ranipet . . .		4·17	
	Bangalore branch—			
	Jalarpet Junction (132 miles from Madras) to Bangalore Cantonment	84·37		
	Bangalore Cantonment to Bangalore City .	3·05		
			87·42	
	Podanur Junction (301·72 miles from Madras) to Mettupalaiyam at the foot of the hills (*Nilgiri branch*) . . .		25·75	
	Olavakkot (332·07 miles from Madras) to Palghat town (*Palghat branch*) . . .		2·47	
	Calicut to Azhikal .		59·76	
			182·77	595·91
	North-west line—			
	Main line—			
	Arkonam Junction (42·41 miles from Madras) to Guntakal .		232·88	
	Guntakal to Raichur (point of junction with the Great Indian Peninsula Railway) .		75·40	308·28
	Total .			904·19
	TOTAL LINES WORKED BY GUARANTEED COMPANIES (STANDARD GAUGE) . . .			27,22·21

Date of opening for public traffic.		Miles.
South-west line—		
Main line—		
Madras to Veyasarpaudy .	7-4-73	2·16
Veyasarpaudy to Arcot .	1-7-56	63·22
Arcot to Katpadi . .	7-5-57	14·96
Katpadi to Gudiyattam .	19-5-58	15·36
Gudiyattam to Ambur .	16-1-60	17·01
Ambur to Vaniyambadi .	1-2-60	9·98
Vaniyambadi to Tiruppattur	23-5-60	14·19
Tiruppattur to Salem .	1-2-61	69·98
Salem to Sankaridrug .	1-12-61	23·68
Sankaridrug to Podanur .	12-5-62	71·18
Podanur to Pattambi .	14-4-62	64·96
Pattambi to Kuttippuram .	23-9-61	11·50
Kuttippuram to Tirur .	1-5-61	9·39
Tirur to Kadalundi .	12-3-61	16·31
Kadalundi to Calicut .	2-1-88	9·26
Branches—		413·14
Rayapuram branch—		
Veyasarpaudy to Rayapuram . . .	1-7-56	2·16
Rayapuram to Beach .	22-1-1900	1·04
Walajah Road to Ranipet .	17-4-99	4·17
Bangalore branch—		7·37
Jalarpet Junction to Bangalore Cantonment .	1-8-64	84·37
Bangalore Cantonment to Bangalore City . .	1-7-82	3·05
		87·4
Nilgiri branch—		
Podanur Junction to Coimbatore . . .	1-2-73	3·78
Coimbatore to Mettupalaiyam . . .	31-8-73	21·97
		25·75
Palghat branch—		
Olavakkot to Palghat .	2-1-88	2·47
North-west line—		
Main line—		
Arkonam to Nagari .	4-3-61	17·27
Nagari to Puttur .	8-12-61	9·59
Puttur to Renigunta .	15-9-62	14·46
Renigunta to Reddipalle .	1-10-64	38·02
Reddipalle to Cuddapah .	1-9-65	39·59
Cuddapah to Muddanuru .	1-8-66	34·31
Muddanuru to Tadpatri .	1-9-68	32·07
Tadpatri to Gooty . .	1-8-69	29·72
Gooty to the Tungabhadra river . . .	12-12-70	75·33
Tungabhadra to Raichur .	51-3-71	17·92
Double south-west line—		308·28
Madras to Veyasarpaudy Junction . . .	7-4-73	2·16
Veyasarpaudy Junction to Perambur . . .	7-2-74	1·30
Perambur to Avadi . .	1-5-77	9·54
Avadi to Tiruvallur . .	20-7-77	12·89
Tiruvallur to Arkonam .	28-8-77	16·52
Total double line .		42·41
Total open mileage .		844·43
		2,612·33

D—*continued.*

progress on the 31st March 1900.

GUARANTEED COMPANIES

Standard gauge.

Details of construction.	Remarks.

Details of construction.

The cuttings and embankments, except on the double line, are for a single track; but the foundations and superstructure of bridges and viaducts are for a double way, except on the Nilgiri and Palghat branches, the Calicut extension and, in a few isolated instances on the main line. The iron rails, which vary in weight from 65lb. to 84lb. to the yard, are laid on iron pot sleepers. The renewals of these up to 189th mile were carried out with double-headed steel rails 20 feet and 30 feet long weighing 75lb. to the yard, but this type has been discontinued, and bull headed steel rails 30 feet long and weighing 76lb. to the yard are now used.

The section between Madras and Arkonam, 42·41 miles, is double.

The south-west line was originally laid with sleepers of indigenous woods; but an experiment was made of using stone blocks, 2′ × 2′ × 1′, as sleepers. As the experiment proved unsatisfactory, the blocks were all removed in 1857.

Jungle wood sleepers were found to be very short-lived; and in 1861 it was decided to replace them by Greaves' patent cast-iron bowl sleepers; the alteration has proved to be economical and in every way satisfactory. Cast-iron bowl sleepers (each 112lb.) of an improved and stronger design, with steel bull-headed rails 76lb. to the yard and 30 feet in length, and a heavier type of plate, are now being introduced.

The whole line is fenced.

There are no curves under a radius of 1,000 feet.

The statement below shows the length and situation of gradients up to 1 in 100:—

Section of line.	Length of gradients.	
	$\frac{1}{61}$ to $\frac{1}{80}$	$\frac{1}{81}$ to $\frac{1}{100}$
	Miles.	Miles.
South-west line—		
Between 187·33 and 196·40 miles from Madras	1·34	4·11
„ 223·87 and 241·06 „ „ „	...	3·59
„ 305·88 and 319·73 „ „ „	5·36	2·90
„ 353·48 and 366·57 „ „ „	...	3·99
Bangalore branch—		
Between 135·30 and 146·37 miles from Madras	6·31	3·17
„ 147·60 and 191·14 „ „ „	...	18·98
„ 215·10 and 218·74 „ „ „	0·88	1·60
Nilgiri branch—		
Between 316·19 and 325·67 miles from Madras	2·56	0·43
North-west line—		
Between 62·12 and 63·75 miles from Madras	...	1·63
„ 72·77 and 76·68 „ „ „	0·75	2·02
„ 96·62 and 97·79 „ „ „	0·80	0·37
„ 137·54 and 138·36 „ „ „	...	0·82
„ 152·16 and 158·49 „ „ „	...	4·49

Remarks.

Work was commenced on the south-west line on the 9th June 1853. The main line originally commenced at Rayapuram, but on the opening of the length between Veyasarpaudy Junction and the Central Station this became a portion of the main line, and the old line from the junction to Rayapuram was then treated as a branch.

The extension of the south west line from near Beypore to Calicut was sanctioned in August 1884. This extension has cost about 19 lakhs of rupees, of which 1¼ lakhs have been paid by the local authorities in consideration of the large bridges being made available for ordinary traffic.

The line takes off at 1·89 miles short of Beypore, which length, together with the Beypore station, has been abandoned.

The following are the dates of sanction of the remaining sections of the south-west line, including branches:—

Madras to Veyasarpaudy	April 1868.
Veyasarpaudy to Arkonam	Between July 1853 and Feb. 1854.
Arkonam to Kadalundi	Between Feb. 1854 and May 1857.
Rayapuram branch	July 1853.
Bangalore „	1862 and Mar. 1881.
Nilgiri „	17th Aug. 1870.
Palghat „	4th Jan. 1887.
Ranipet „	9th Dec. 1897.
Azhikal „	6th May 1897.

The line from Bangalore Cantonment to Bangalore City was constructed as a part of the Mysore State Railway, but was subsequently made over to the Madras Railway Company.

The Bellary branch, from Guntakal Junction to Bellary, was purchased by, and handed over to, the Southern Mahratta Railway Company on the 1st Febuary 1887.

The dates of sanction of the various sections of the north-west line are as follows:—

Arkonam to mile 64 from Madras	23-6-59.
Mile 64 „ 87 „	5-1-60.
„ 87 „ 108 „	31-1-61.
„ 108 „ 130 „	25-5-63.
„ 130 „ 172 „	18-11-63.
„ 172 „ 192 „	20-7-63.
„ 192 „ 203 „	22-7-65.
„ 203 „ 233 „	8-5-65.
„ 233 „ 245 „	21-5-65.
„ 245 „ 256 „	25-5-66.
„ 256 „ 267 „	22-6-66.
„ 267 „ 278 „	31-7-67.
„ 278 „ 288 „	20-11-67.
„ 288 „ 294 „	4-3-67.
„ 294 „ 305 „	3-12-68.
„ 305 „ 314 „	27-5-68.
„ 314 „ 325 „	24-9-68.
„ 325 „ 334 „	23-8-69.
„ 341 to Raichur „	22-9-69.

APPENDIX

Railways constructed and in

Standard gauge.

ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
		Miles.			Miles.
XX	**Delhi-Umballa-Kalka—**				
	Delhi on the East Indian railway, *viâ* Karnâl and Umballa, to Kalka	162·23	Delhi to Kalka . .	1-3-91	162·23
XXI	**Tarkessur—**				
	Seoraphuli (14 miles from Howrah on the East Indian railway) to Tarkessur in the Hooghly district . . .	22·23	Seoraphuli to Tarkessur .	1-1-85	22·23
XXII	**South Behar (Luckeeserai-Gya)—**				
	Luckeeserai to Gya	78·83	Luckeeserai to Gya . . .		78·83

D—*continued.*

progress on the 31st March 1900.

COMPANIES. **Standard gauge.**

Details of construction.	REMARKS.
The line passes through a country generally level and open till above Umballa, where the rise towards the Himalayas commences. In the last 10 miles into Kalka, the country is hilly and the ascent very steep. The permanent-way consists of double-headed steel rails, 75lb. to the yard, laid on Denham-Olphert's sleepers. The minimum radius of curve is 1,350 feet; the steepest gradient is 1 in 40 for about 3·98 miles into Kalka. The whole length is fenced. The length and situation of gradients up to 1 in 100 are as shown below:	The Delhi-Umballa-Kalka Railway Company was formed in January 1889. The survey between Delhi and Umballa was carried out during November and December 1888. The portion of the line between Umballa and Kalka had been previously surveyed under the orders of the Punjab Government, and the staking out of this length was at once taken in hand by the company. The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix H to Part II of the Railway Administration Report for 1888-89.

SECTION OF LINE.	LENGTH OF GRADIENTS.		
	$\frac{1}{50}$ & less.	$\frac{1}{80}$	$\frac{1}{81}$ to $\frac{1}{100}$
	Miles.	Miles.	Miles.
Between 149 and 154·98 miles from Delhi	...	3·29	0·85
Between 154·98 and 160·47 miles from Delhi	5·78	...	...

Details of construction.	REMARKS.
The permanent-way consists of 74lb. rails and fastenings of wrought-iron purchased from the East Indian railway, the sleepers used being transverse plate of cast-iron of the Denham-Olphert's latest pattern. The line is fenced and ballasted throughout. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The construction of this railway was sanctioned on the 20th February 1883. It is one of the first railways in India constructed by private enterprise without the aid of any Government guarantee of interest on capital. The latter has been raised in this country by an association of European and Native gentlemen who have paid every expense connected with the construction of the line—excepting the cost of survey, and the cost of acquiring the necessary land which has been given free by the Government of Bengal. The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix N to Part II of the Railway Administration Report for 1887-88.
The line traverses a comparatively flat country with small isolated rocky hills at intervals. The three most important rivers crossed are the Phulgu (18 spans of 100 feet and 1 span of 30 feet), Soma (3 spans of 60 feet and 30 spans of 30 feet) and the Sukri (16 spans of 60 feet). The waterway is comparatively heavy, owing largely to flood water from the Ganges and Sukri having to be passed. The permanent-way is of the East Indian railway standard design with double-headed rails, 75lb. to the yard, laid half with cast-iron chairs and timber sleepers and half with Denham-Olphert's sleepers. The minimum radius of curve except at the entrance to Gya station is 2,865 feet, and the steepest gradient 1 in 400 compensated. The line is being fenced past villages near the line, around station yards, and for a short distance near each level-crossing. Stone ballast procurable from adjacent hills has been used throughout.	The South Behar line connects with the Moghal Sarai-Gya and Patna-Gya branches of the East Indian Railway at Gya, and is worked by the East Indian Railway on behalf of the South Behar Company, under an agreement printed in Appendix L, Part II of the Railway Administration Report for 1895-96.

APPENDIX

Railways constructed and in

ASSISTED

Standard gauge.

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
XXIII	**Southern Punjab (Delhi-Samásata)—**					
	Delhi *viá* Bhatinda to Samásata .	399·80		Delhi *viá* Bhatinda to Samásata	10-11-97	399·80
	Delhi Brewery to Delhi . .	0·79	400·59			
	Branch—			*Branch—*		
	Narwana to Kaithal		23·38	Narwana to Kaithal—		
				For goods traffic .	1-2-99	23·38
				For passenger traffic .	8-3-99	
	TOTAL .		423·97			423·18
XXIV	**Hardwar-Dehra—**					
	Hardwar to Dehra		32·05	Hardwar to Dehra . .	1-3-1900	32·05
XXV	**Tapti Valley—**					
	Kankra Khari to Amalner		155·77	Kankra-Khari to Vyára—		
				For goods traffic .	1-12-98	35·91
				For passenger traffic .	3-1-99	
				Vyára to Chinchpada .	10-7-99	36·55
				Chinchpada to Nándurbar	8-10-99	25·20
				Nándurbar to Dondaiche	11-11-99	21·44
				Dondaiche to Nardána—		
				For goods traffic .	25-11-99	19·78
				For passenger traffic .	15-3-00	
				Nandána to Amalner .	15-3-00	16·89
						155·77
	TOTAL ASSISTED COMPANIES (STANDARD GAUGE). . .		875·08			874·29

D—*continued*.

progress on the 31st March 1900.

COMPANIES. Standard gauge.

Details of construction.	Remarks.
The earthwork and bridges are for a single line. The permanent-way consists of 75lb. flat-footed rails spiked to transverse sleepers of creosoted pine or of deodar. The country traversed is flat. From Delhi to Sujjawalpur (246 miles) it is well irrigated; from Sujjawalpur to Samásata (156 miles) the line skirts the edge of the desert near the land irrigated by inundation canals from the Sutlej. The cuttings are few; but there are long stretches of bank, low for the most part, except where headway is required for canal bridges and near Samásata where there are considerable depressions in the country between the sand hills. For natural waterways few minor bridges are required; but there are a large number of openings of from 18 inches to 75 feet for irrigation channels and canals. The Ghaggar is the only river crossed and for this 22 spans of 40 feet girders have been provided, the openings being at four places in 1½ miles. In the main channel the piers rest on well foundations. In the spill channels, open foundations have been adopted and the bridges floored. The line between Delhi and Jhind, except for about 10 miles near Rohtak, has been ballasted with stone ballast from Delhi. The rest of the line is ballasted with broken bricks obtained from ruins at Rohtak and Tohana, and from manufactured brick ballast. There are no gradients steeper than 1 in 333 and of this only 1·65 miles near Delhi between miles 941 and 944 from Kurrachee.	The contract between the Secretary of State for India and the Company was executed on the 13th August 1895. The indenture will be found in Appendix M to Part II of the Railway Administration Report for 1895-96. The line, with the exception of the Kaithal branch, was sanctioned on the 21st August 1895; the branch was sanctioned on the 17th March 1898. The line is worked and maintained by the North Western State railway. The indenture for the construction of the Kaithal branch will be found in Appendix N to this Report.
The line has been constructed for a single track with permanent-way of 75lb. flat-footed steel rails and deodar sleepers. Work is heavy, especially in minor bridges over the first 16 miles, after which the country is easy, except for a mile on each side of Ré Nadi. The two largest bridges are of 9 spans of 40 feet over the Motichur and of 7 spans of 60 feet over the Suswa. The ruling gradient is 1 in 75 of which there are 15 in number, aggregating 8·92 miles, and the sharpest curve 1,273 feet radius.	The line is being worked by the Oudh and Rohilkhand State railway on behalf of Messrs. Gillanders, Arbuthnot and Company, the Managing Agents of the Hardwar-Dehra Branch Railway Company, "Limited," under an agreement the terms of which will be found in Appendix X to Part II of the Railway Administration Report for 1896-97.
The line is being constructed for a single track. The permanent-way will consist of 70lb. flat-footed rails and creosoted pine and teak sleepers. The ruling gradient is 1 in 200 and aggregates 51·78 miles. The minimum radius of curve is 30 or 1,910 feet.	The line has been constructed by the Bombay, Baroda and Central India Railway Company for the Tapti Valley Railway Company under contract with the Secretary of State for India, and is being worked as part of their standard gauge system, on behalf of the promoters. Work was started on such land as was handed over in January 1897, and the whole length has been inspected and opened for public traffic with the sanction of Government on 15th March 1900. The indentures will be found in Appendices P and Q to Part II of the Railway Administration Report for 1896-97.

APPENDIX

Railways constructed and in

Standard gauge.

LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		Miles.
XXVI	**Khámgaon—**	Miles.	Miles.			
	Jalamb Junction [331·81 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Khámgaon .		7·55	Jalamb to Khámgaon . .	4-3-70	7·55
XXVII	**Amráoti—**					
	Badnera Junction [412·30 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Amráoti . .		5·44	Badnera to Amráoti . .	16-2-71	5·44
XXVIII	**Bína-Goona Bárán—**					
	From the joint boundary of the Indian Midland and Bína-Goona railways, a point 2·00 miles from the centre of Bína station (143 miles from Itársi on the Indian Midland railway) to Goona .	71·71		From the joint boundary of the Indian Midland and Bína-Goona railways, a point 2·00 miles from the centre of Bína station to Goona . .	23-9-95	71·71
	Goona-Bárán extension —					
	Goona to Bárán	73·48	145·19	From centre of Goona Station (mile 216—3402 ft.) to centre of Bárán Station (mile 290—697ft).	15-5-99	73·48
						145·19

D—*continued.*

progress on the 31st March 1900.

AND WORKED BY COMPANIES. **Standard gauge.**

Details of construction.	REMARKS.
The line is constructed for a single track with a formation of 16 feet. It was originally laid with 57lb. flat-footed rails on cast-iron pots, but in 1895 the whole of these were removed and replaced with second-hand Great Indian Peninsula railway 68lb. iron rails and cast-iron pot sleepers. One quarter of the line is ballasted with broken stone, and the rest with gravel. The sharpest curve on this line has a radius of 990 feet; it is 0·27 mile long and is situated between 0 and 0·50 miles. The steepest gradient, which occurs between miles 5 and 6, is 1 in 96 for a length of 0·23 mile. About 1·26 miles of wire fencing have been provided at each end of the line, the remaining portion being unfenced.	The dates of order for survey and construction are as follows: *Date for survey.* 8th April 1870. *Dates for construction.* 7th June 1869. 11th June 1870.
The permanent-way used on this line is of iron, the rails weighing 68lb. to the yard; the sleepers are pots. The ballast is partly sand and partly shingle. The line is fenced only at the Badnera and Amráoti ends, and for a short distance outside those stations. There are no gradients on this line of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, *viz.*, 990 feet. It is situated between 0 and 0·25 mile and is 0·14 mile in length.	These branches have been constructed from the surplus revenues of the Berars, with a view to facilitate the transport of cotton from the marts of Khámgaon and Amráoti. They are worked by the Great Indian Peninsula Railway Company under agreements, the terms of which will be found in Appendices J and K to Part II of the Railway Administration Report for 1890-91.
The permanent-way consists of 75lb. steel rails laid on steel transverse sleepers. There are three large bridges:—the "Betwa," 16 spans of 100 feet, the "Or," 5 spans of 60 feet, and the "Sindh," 5 spans of 100 feet. The line is fenced throughout. There are no curves under a radius of 1,000 feet. The ruling gradient is 1 in 125, of which there are 7 in number on the Bina-Goona line, aggregating 3·95 miles in length.	This line was constructed by the Gwalior Darbar, and handed over to the Indian Midland Railway Company for working on the 23rd September 1895. The terms of working will be found in Appendix EE to Part II of the Railway Administration Report for 1896-97.
The country for the first part passed through is difficult there being a sudden descent from the Central India plateau; but the latter portion, the Kotah section, is easy going. The main works are some 6 miles of very heavy ghât work with 50 feet banks and cuttings now completed; and the Parbatti bridge, 11 spans of 100 feet girders. Other large bridges are the Betli, 3-60 feet girders, the Andheri 5-60 feet girders and the Lhassi 3-40 feet girders. The ruling grade is 1 in 125, there being a continuous run of 6¼ miles on this grade down the Goona ghâts. The sharpest curve is 1 degree or over one mile radius. A temporary terminus is being formed at Bárán pending decision as to further extension. The permanent-way consists of 75lb. flat-footed steel rails with 4-holed fish plates laid on deodar sleepers. Some 15 miles of Indian State Railway pattern steel trough sleepers, surplus from the Bhopal-Ujjain and Bina-Goona railways, have been utilized on the Gwalior section. The line will be ballasted throughout, but not fenced, except at stations. Black trap, sand stone, laterite or river shingle ballast is used as found most economical on the various lengths. Good stone is found; sand stone in parts, at other places basalt. Generally all openings are arched or flat tops. The only minor girder openings are 1-30 feet, 2-20 feet and 2-12 feet girders. Platforms 1 foot high above rail level only are being constructed. A station master's room and a waiting hall, serviceable also for goods protection, is arranged for at each station. At Chabra a waiting room for upper class is also provided, and at Bárán a rest-house has been built.	This line is an extension of the Bina-Goona branch of the Indian Midland Railway system, and is being constructed jointly by the Durbars of the Gwalior, Tonk and Kotah states under Agreements the terms of which will be found in Appendices V, W and X to this Report. Sanction was accorded to the commencement of earthwork in the Gwalior section as a famine relief work in March 1896 and sanction to the whole line was accorded in January 1897. Rails were laid into Bárán by June 1898, but owing to the undue delay in receipt of girders the road was not laid over the Parbatti bridge till March 1899. It was opened for traffic on the 15th May 1899. A further extension of this system to Marwar Junction and Ajmer is under survey.

APPENDIX

Railways constructed and in

Standard gauge.

LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXIX	**Bhopal-Ujjain—** From joint boundary of the Indian Midland and Bhopal-Itársi railways at Bhopal (57 miles from Itársi on the Bhopal-Itársi railway) to Ujjain (600·50 miles from Ahmedabad) on the Ujjain branch of the Rajputana-Malwa railway	113·27	Bhopal to Ujjain— For goods traffic . . 11-11-95 } 113·27 For passenger traffic . 11-4-96 }
V and XXX	**Bhopal-Itársi—** *Main line—* Itársi [463·28 miles from Bombay (Victoria terminus) on the north-east line of the Great Indian Peninsula railway] to Bhopal . . . . 57·11 *Branch—* Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal . 0·28	57·39	*Main line—* Itársi to Hoshangabad . 1-6-82 10·89 Hoshangabad to Bhopál . 18-11-84 46·22 57·11 *Branch—* Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal . . . 11-11-95 0·28 57·39
XXXI	**The Nizam's Guaranteed State—** *Main line—* Wádi [375·75 miles from Bombay (Victoria terminus) on the south-east line, Great Indian Peninsula railway] *viá* Secunderabad to the south-east frontier . . . . . . 310·09 Carried over . 310·09		*Main line—* Wádi Junction to Secunderabad and to junction of new line 9-10-74 115·45 Junction of new line to Warangal . . . 8-4-86 87·47 Warangal to Dornakal . . 1-1-88 51·91 Dornakal to Bona Kálu . . 5-8-88 31·72 Bona Kálu to British frontier . 10-2-89 23·54 310·09 Carried over . 310·09

D—*continued.*

progress on the 31st March 1900.

AND WORKED BY COMPANIES. Standard gauge.

<table>
<tr><th>Details of construction.</th><th>Remarks.</th></tr>
<tr><td>The permanent-way consists of 75lb. flat-footed steel rails laid on 135lb. transverse steel sleepers.
There are six large bridges on the line:
Parbati 5 spans of . . . . 100 feet.
Niwaj 5 " " . . . . 100 "
Bari-Kalis-Sind 6 " " . . . . 100 "
Lakhundar 4 " " . . . . 60 "
Greater Tilar 8 " " . . . . 60 "
Choti-Kali-Sind 6 " " . . . . 60 "
The line is fenced only at, and in the vicinity of stations, towns, and important level-crossings.
There are no curves under a radius of 1,000 feet.
The ruling gradient is 1 in 150 and aggregates 31·88 miles in length.</td><td>The construction of this line was sanctioned in November 1892.
Earthwork of portions in Gwalior was started in February 1893. Work on the Bhopal section was not started until the end of April 1893.
The line was constructed jointly by the Gwalior and Bhopal States; but is worked by the Indian Midland Railway Company. The terms of working will be found in Appendices GG and HH to Part II of the Railway Administration Report for 1896-97.</td></tr>
<tr><td>The line has been laid for a single track with 62lb. steel rails. The sleepers were partly of steel and partly of creosoted pine and other kinds of wood.
The ghât section, Budni to Barkhera, which was originally laid with jungle wood sleepers, was, during the year 1890, relaid with Indian Midland railway cast-iron oval pot sleepers weighing 92lbs. per bowl. A similar operation was subsequently put in hand on those portions of the line where wooden sleepers were in use. The whole of these portions are now relaid with Indian Midland railway pot sleepers. Up to the end of 1899, 14·25 miles have been relaid with Indian midland railway 80lb. rails.
The line is wholly fenced.
There are no curves under a radius of 1,000 feet.
The steepest gradients are noted below:
<table>
<tr><th rowspan="2">Section of line</th><th colspan="2">Length of gradients.</th></tr>
<tr><th>$\frac{1}{51}$ to $\frac{1}{80}$</th><th>$\frac{1}{81}$ to $\frac{1}{100}$</th></tr>
<tr><td>Budni-Barkhera . . . .</td><td>Miles.
6·77</td><td>Mile.
0·83</td></tr>
</table>
</td><td>The dates of orders for survey and construction are 4th June 1879 and 31st July 1880, respectively.
The British Government has paid for the portion, 13·11 miles, in its own territory, and a moiety of the cost of the bridge over the Nerbudda, or, in all, about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. Profits are shared between Her Highness the Begum and the British Government in proportion to the capital contributed by each party at the close of the period for which accounts are made up. The line has been worked by the Indian Midland Railway Company from the 1st January 1889.
The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94.
The short branch, 0·28 mile in length, from the centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal, was sanctioned for construction in July 1894.</td></tr>
<tr><td>The whole line from Wadi to His Highness the Nizam's frontier is constructed for a single track.
About 22 miles are laid with double-headed 68lb. iron rails on cast-iron bowl sleepers obtained from the Great Southern of India Railway Company; 22½ miles with bull-headed 75lb. steel rails on old cast-iron bowl sleepers 2½ miles with bull-headed 75lb. steel rails on Great Indian Peninsula pattern bowl sleepers; 9 miles with double-headed 68lb. steel rails on cast-iron bowl sleepers; 2 miles with old flat-footed 62lb. steel rails on steel sleepers; and the remainder of the line with 66¼lb. flat-footed steel rails on steel pea-pod sleepers.</td><td>The dates of orders for survey and construction of the Wadi-Secunderabad section are 30th October 1869 and 25th March 1871, respectively.
The Government of the Nizam provided the capital, and the British Government constructed the line.
The standard gauge was finally adopted on the 30th October 1871. Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock; from January 1879 to the 31st December 1884 it was worked by State agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.</td></tr>
</table>

APPENDIX

Railways constructed and in

LINES OWNED BY NATIVE STATES

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXXI	**The Nizam's Guaranteed State**—*concld.* Miles. Brought forward . 310·09 *Branches*— Husain Ságar Junction (111·50 miles from Wádi) to Hyderabad (*Hyderabad branch*) . . . . . . 3·54 Dornakal to Singareni Coal-fields (*Mineral branch*) . . . 16·50	Miles. 330·13	Miles. Brought forward . 310·09 *Branches*— *Hyderabad branch*— Husain Ságar to Hyderabad . . . . 9-10-74 3·54 *Mineral branch*— Dornakal to Singareni Coal-fields . . . . 1-1-88 16·50 330·13
XXXII	**Nagda-Ujjain**— Nagda [459·62 miles from Bombay (Colaba)], on the Godhra-Rutlam-Nágdá railway, to Ujjain (600·50 miles from Ahmedabad), on the Rajputana section of the Rajputana-Malwa railway	34·32	Nágdá to Ujjain . . 15-7-96 34·32
XXXIII	**The Gaekwar's Petlád**— Ánand [269·50 miles from Bombay (Colaba) on the Bombay, Baroda and Central India railway] to Petlád	13·35	Ánand to Petlád . . 5-5 90 13·35

)—*continued.*

progress on the 31st March 1900.

AND WORKED BY COMPANIES. **Standard gauge.**

Details of construction.	REMARKS.
The branch line to the mines is laid with 66¼lb. flat-footed steel rails on steel pea-pod sleepers, and is constructed for a single track. The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced. The steepest gradient on this line is 1 in 100 for a length of 83·60 miles and occurs between Secunderabad and the British frontier. There are no curves under a radius of 1,000 feet.	The construction of the first section between Secunderabad and Warangal was commenced in November 1884 and completed in March 1886. This company was formed for the purpose of acquiring and working the then existing line of 119·32 miles, and of constructing on the same (standard) gauge and working the new lines, 373 miles in length, of which the construction of 160 miles is at present in abeyance. The construction of the section from Warangal to Dornakal, and the coal branch, was commenced in May 188?, The extension between Dornakal and the frontier was commenced in January 1887 and completed in January 1889. The section of the East Coast State railway, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station, was worked by this Company as part of its own system up to December 1897, when the maintenance of the line was taken over by the East Coast State Railway.
The permanent-way consists of 75 lb. flat-footed steel rails, with 5 bolt hole fish plates, laid on cast-iron pot sleepers, Indian Midland Railway pattern, over a bed of moorum and stone ballast over the length two miles from the Sipra bridge into Ujjain station; a third line of rails laid on deodar sleepers will be used to carry the metre-gauge Rajputan-Malwa railway. The line will not be fenced, except round station yards. There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet. The ruling gradient is 1 in 200 of which there are 17 in number aggregating 10·20 miles, and the sharpest curve and angle of curvature of 3° or radius of 1,910 feet, being rather under half a mile in length. The only bridges of any magnitude are the Sipra, 6 spans of 150 feet girders, and the Gambhir, 4 spans of 100 feet girders.	This line was sanctioned for construction on the 17th and orders for the commencement of work issued on the 27th December 1894. Owing to delay in acquiring land, work was not started till March 1895. The line was constructed and is being worked by the Bombay, Baroda and Central India Railway Company, under an agreement the terms of which will be found in Appendix R to this Report.
The rails used are flat-footed steel, 66¼lb. to the yard, laid on steel trough sleepers fully ballasted throughout with good gravel. The width at formation level is 18 feet. The centre line is on an embankment. There are a few bridges of one or two spans of 20 feet each. The whole line is fenced with cactus. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient on the line is 1 in 200, of which there are 5 in number and aggregate 1·91 miles in length.	The orders for the survey of this line were given in December 1887; construction was sanctioned in December 1888; work was commenced in January 1889 and completed on the 5th May 1890. The cost of construction has been defrayed by His Highness the Gaekwar. This line is worked and maintained by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix DD to Part II of the Railway Administration Report for 1897-98.

APPENDIX

Railways constructed and in

LINES OWNED BY NATIVE STATES

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
XXXIV	**Kolar Gold-fields—**				
	Bowringpet (175·46 miles from Madras on the Madras railway) to Marikuppam .	10·00	Bowringpet to Marikuppam .	1-6-94	10·00

D—*continued.*

progress on the 31st March 1900.

AND WORKED BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
The permanent-way consists of Madras railway second-hand double-headed 75lb. iron rails laid on new cast-iron (Greave's) pot sleepers, but, in consequence of the excessive wear due to the heavy traffic passing over this branch, the iron rails are gradually being replaced by 75lb. steel rails. The ruling gradient is 1 in 66·67 and the sharpest curve of a radius of 1,685 feet. The gradients of $\frac{1}{67}$ to $\frac{1}{80}$ are of a length of 4·66 miles, and those of $\frac{1}{81}$ to $\frac{1}{100}$ of a length of 2·04 miles.	The line was sanctioned for construction in July 1892. It is being worked by the Madras Railway Company under an agreement the terms of which will be found in Appendix K to Part II of the Railway Administration Report for 1896-97.

APPENDIX

Railway constructed and in

Standard gauge.

LINES OWNED BY NATIVE STATES

No.	Name of the line and mileage sanctioned.	Total mileage	Date of opening for public traffic.
		Miles.	Miles.
XXXV	**Petlad—Cambay—**		
	Petlad to Cambay	20·75	
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (STANDARD GAUGE)	724·28*	703·53*

* Excluding the length (13·11 miles) of the Bhopal-Itársi railway (British section), which has been included in "Total State lines worked by companies (standard gauge)."

D—*continued.*

progress on the 31st March 1900.

AND WORKED BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
The ruling gradient is 1 in 200 of which there are 2 in number aggregating 1·10 miles in length. There are no curves under a radius of 1,433 feet. The permanent way will consist of 66¼ lb flat-footed steel rails on creosoted pine sleepers and gravel ballast. The line will not be fenced except round station yards.	The line will be constructed and worked by the Bombay, Baroda and Central India Railway Company on behalf of the Baroda and Cambay Durbars, who will provide funds for its construction.

APPENDIX

Railways constructed and in

Standard gauge.

LINES OWNED BY NATIVE STATES AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
		Miles.			Miles.
XXXVI	**Rájpura-Bhátinda—**				
	Rájpura (179 miles from Delhi on the North Western State railway, main line) *viâ* Patiála to Bhátinda	107·05	Rájpura to Patiála . .	1-11-84	15·77
			Patiála to Bhátinda . .	13-10-89	91·28
					107·05
XXXVII	**Jammu and Kashmir—**				
	Frontier of the Kashmir State to the left bank of the Tawi river near Jammu . .	15·92	Frontier of the Kashmir State to the left bank of the Tawi river . . .	15-3-90	15·92
XXXVIII	**Ludhiana-Dhuri-Jakhal—**				
	Ludhiana *viâ* Dhuri to Jakhal . . .	79·61			
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY (STANDARD GAUGE)	202·58			122·97

D—*continued.*

progress on the 31st March 1900.

WORKED BY STATE RAILWAY AGENCY. Standard gauge.

Details of construction.	REMARKS.
The country traversed is eminently favourable. The line is practically a surface one, for a single track, with steel rails, 68lb. to the yard, laid on deodar sleepers, from Rájpura to Patiála; and with 75lb. flat-footed steel rails, laid on deodar sleepers, from Patiála to Bhátinda. The sharpest curve is of a radius of 1,146 feet, and the steepest gradient is 1 in 250. The line is fenced from Rájpura to Patiála only.	The line from Rájpura to Patiála was sanctioned on the 7th December 1883, and was constructed by the late Sind, Punjab and Delhi Railway Company at the expense of the Patiála Darbar. The extension to Bhátinda was surveyed in 1887, and construction was commenced in April 1888. The line is worked and maintained by the North Western State railway under an agreement, the terms of which will be found in Appendix V to Part II of the Railway Administration Report for 1892-93.
This line has been constructed according to standard dimensions. The rails are 75lb. flat-footed. The sleepers are of deodar, except where there are dips in the road to pass surface floods: steel transverse sleepers have been used in such places. There are about 1,900 sleepers to the mile. The ballast used is of stone throughout and of excellent quality. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	Sanction was given to the construction of this line on the 25th February 1888. The line has been constructed by the Kashmir Darbar, by whom also the capital was provided. It is maintained and worked by the North Western State railway under an agreement the terms of which will be found in Appendix AA to Part II of the Railway Administration Report for 1898-99.
The ruling gradient is 1 in 250 of which there are two in number aggregating 1·61 miles in length. There are no curves under a radius of 1,000 feet. The permanent-way will consist of standard 75lb. flat-footed steel rails with new fastenings on new deodar sleepers and brick ballast. The line will be fenced round station yards and at some of the more important level-crossings.	The line will be constructed and worked by the North Western State Railway on behalf of the Maler Kotla and Jhind Darbars who will provide funds for its construction. The agreement was executed on the 6th September 1899 and will be found in Appendix DD to this Report.

APPENDIX

Railways constructed and in

Metre gauge.

STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage. Miles.	Date of opening for public traffic.	Date	Miles.
XXXIX	**Bengal and North-Western*—**			TIRHOOT SECTION—		
	TIRHOOT SECTION—			*Main line—*		
	Main line—			Semaria ghât to Dalsinghsarai	1-5-83	22·55
	Semaria ghât on the opposite bank of the Ganges, 4 miles below Mokameh, to Bettiah		145·87	Dalsinghsarai to Samastipur	1-11-75	14·75
				Samastipur to Mozufferpore	24-2-77	32·00
				Mozufferpore to Motiharee	1-2-83	49·57
				Motiharee to Bettiah	20-12-83	27·00
						145·87
	Kosi extension—			*Kosi extension—*		
	Samastipur to Bhâptiâhi	76·92		Samastipur to Durbhunga	1-11-75	23·60
	Bhâptiâhi to Pratâpganj	14·00		Durbhunga to Jhanjharpur	1-2-83	24·00
	Pratâpganj to Khanwa ghât	8·00		Jhanjharpur to Ghoghardiha—		
		98·92		For goods traffic	8-4-86	13·00
				For passenger traffic	6-5-86	
				Ghoghardiha to Nirmala—		
				For goods traffic	8-4-86	6·92
				For passenger traffic	1-11-86	
				Nirmala to Bhâptiâhi—		
				For goods traffic	15-11-87	10·00
				For passenger traffic	1-1-88	
				Bhâptiâhi to Pratâpganj—		
				For goods traffic	1-10-88	14·00
				For passenger traffic	1-1-89	
				Pratâpganj to Khanwa ghât	14-11-90	8·00
						98·92
	Bairagnia branch—			*Bairagnia branch—*		
	Durbhunga to Dheng	57·00		Durbhunga to Sitamarhi—		
	Dheng to Bairagnia (*fair weather line*)	3·51		For goods traffic	1-7-90	42·00
		60·51		For passenger traffic	1-11-90	
				Sitamarhi to Riga—		
				For goods traffic	1-1-91	6·00
				For passenger traffic	2-11-91	
				Riga to Dheng—		
				For goods traffic	1-7-91	9·00
				For passenger traffic	2-11-91	
	Jainagar branch—			Dheng to Bairagnia—		
	Sakri (74·25 miles from Semaria ghât) to Jainagar	30·47		For goods traffic	1-3-92	3·51
				For passenger traffic	15-3-92	
						60·51
	Sonepore branch—			*Sonepore branch—*		
	Mozufferpore to Sonepore (point of junction with the Company's section)	34·61		Mozufferpore to Hajeepore	26-10-84	31·25
				Hajeepore to Sonepore—		
				For goods traffic	1-8-87	3·36
				For passenger traffic	25-4-87	
						34·61
	Hajeepore branch—			*Hajeepore branch—*		
	Hajeepore to Hajeepore ghât	1·89		Hajeepore to Hajeepore ghât	26-10-84	1·89
	Hajeepore-Katihar Extension—			*Hajeepore-Katihar Extension—*		
	Hajeepore to Bachhwara	44·25		Brauni Junction to Thana Bihpur	1-3-00	66·17
	Brauni Junction to Katihar	119·00				
		163·25		*Monghyr branch—*		
				Sahebpoor Kamal to Monghyr ghât	7-3-00	7·00
				Total Tirhoot section		414·97
	Monghyr branch—					
	Sahebpoor Kamal to Monghyr ghât	7·00	396·65			
	Carried over		542·52	Carried over		414·97

* Although for convenience classed amongst State railways, the Company's section of

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES.

Metre gauge.

Details of construction.	Remarks.
The line is laid partly with iron rails 40lb. to the yard, and partly with steel rails 41¼lb. to the yard, on transverse sleepers of sâl and deodar, and Denham-Olphert's and Denham's iron sleepers. The 40lb. iron rails are being replaced with 50lb. steel rails. The line is ballasted, and the country through which it passes is easy. It is fenced throughout with wire and stone posts.	The Tirhoot line was started in February 1874 for the relief of famine, and was opened for grain traffic from the Ganges bank, opposite Barh to Durbhunga, in April of that year. It was closed during the rainy season and opened again in November, and was permanently opened for public traffic on the 1st November 1875. The construction of the line from Dalsinghsarai to Semaria ghât was sanctioned on the 3rd February 1882 in consequence of the silting up of the river Ganges and the formation of a bar opposite Barh. On the opening of this line the route *viâ* Bajitpur and the Barh branch was closed. The survey for the permanent line was ordered on the 8th December 1874, and its construction on 6th January 1876. With the opening of the section from Pratâpganj to Khanwa ghât the construction of the Kosi extension project was brought to completion. This line is connected with the Behar section of the Eastern Bengal railway by means of a ferry across the Kosi river, between Khanwa ghât on the Kosi extension of this line and Ancharâghât on the Kosi branch of the Eastern Bengal State railway.
The Bairagnia branch is laid with second-hand iron rails 60lb. to the yard, received from the North Western State railway, the sleepers used being of pyinkado wood from Burma.	

this line is the property of the Bengal and North Western Railway Company.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		Miles.
		Miles.	Miles.			Miles.
XXXIX	**Bengal and North Western**—*contd.*					
	Brought forward		542·52	Brought forward		414·97
	COMPANY'S SECTION—			COMPANY'S SECTION—		
	Main line—			*Main line*—		
	Sonepore, opposite Patna, *viâ* Chupra, Sewan and Gorakhpur to Mankapur and thence to Ajodhya	238·60		Sonepore to Mankapur	15-1-85	218·50
				Mankapur to Nawábganj	2-4-84	14·00
				Nawábganj to Ajodhya	1-12-84	6·10
						238·60
	Loop line—			*Loop line*—		
	Sonepore to Bunwárchak	9·34		Sonepore to Bunwárchak	15-1-85	9·34
	Branches—			*Branches*—		
	Gorakhpur to Uska bazar (*Uska bazar branch*)	39·58		*Uska bazar branch*— Gorakhpur to Uska bazar	15-12-86	39·58
	Mankapur to Naipálganj Road (*Naipálganj Road branch*)	88·98		*Naipálganj Road branch*— Mankapur to Bahraich	2-4-84	55·00
				Bahraich to Naipálganj Road	15-12-86	33·98
						88·98
	Chupra to Revelganj (*Revelganj branch*)	7·34		*Revelganj branch*— Chupra to Revelganj— For goods traffic	15-4-91	7·34
				For passenger traffic	15-5-91	
	Gonda to Jarwal Road (*Bahramghât branch*)	28·05		*Bahramghât branch*— Gonda to Colonelganj— For goods traffic	29-10-91	17·75
				For passenger traffic	1-2-92	
				Colonelganj to Jarwal Road	1-2-92	10·30
						28·05
	Jarwal Road to Burhwal, on the Cawnpore-Burhwal metre gauge railway, with bridge over the Gogra river (*Burhwal branch*)	10·02		*Burhwal branch*— Jarwal Road to west bank Gorga river	18-12-96	2·63
				Gograghât to Ganeshpur	24-12-98	3·27
				Chawkaghât to Burhwal	24-11-96	4·12
						10·02
	Gonda *viâ* Bálrampur to Tulsipur (*Tulsipur branch*)	41·00		*Tulsipur branch*— Gonda to Balrampur	15-12-96	22·00
				Balrampur to Tulsipur	1-6-98	19·00
						41·00
	Nánpára to Katarnian ghât (*Katarnian ghât branch*)	42·08		*Katarnian ghât branch*— Nanpara to Mohinpurwa	15-12-96	15·00
				Mohinpurwa to Katarnian ghât	25-3-98	27·08
						42·08
	Bhatni to Turtipur with side extension to Barhaj (*Turtipur branch*)	29·91		*Turtipur branch*— Bhatni to Turtipur	15-12-96	17·14
				Salempur to Barhaj	1-12-97	12·77
						29·91
		286 96	534·90			
			542·52			414·97
	Carried over		534·90	Carried over		534·90

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES.

Metre gauge

Details of construction.	Remarks.
The country traversed is generally flat; but, being subject in many places to inundation, heavy banking has been necessary. Between Kopa Sambota and Sonepore and Gorakhpur and Maghar the banking is especially heavy. As the line crosses the drainage of the country between the Gunduk and Gogra rivers, the bridging is in places heavy, and the Rapti bridge has been a difficult and expensive undertaking: on the Uska bazar branch the works, both earthwork and bridging, are heavy. The line is laid with 41½lb steel rails on sleepers of sâl and creosoted pine, and is well ballasted throughout. It is generally unfenced, except in front of villages and on each side of level-crossings and near stations. On this line (including the Tirhoot section) there are no grades of 1 in 100 or under, and there is only one curve under a radius of 1,000 feet, *viz.*, at Paleza ghât on the loop line, the length of which is 2,000 feet and the radius 900 feet.	The survey for this line was ordered on the 5th March 1881. The construction of the line was sanctioned on the 18th May 1882. From the 1st January 1883 it was handed over to a Limited Liability Company with a free gift of land, but no guarantee. The line is connected with the Tirhoot railway by means of the Gunduk bridge, between Sonepore and Hajeepore, which was sanctioned on the 19th October 1883. On the 1st November 1884, the Company took over the bridge of boats at Fyzabad from Government and removed it to the railway ferry at Ajodhya. During the rains this bridge is lifted and the ferry worked by steamer. The branch from Gorakhpur to Uska bazar was sanctioned, on the 3rd August 1885, in substitution of a branch, 36 miles, from Gorakhpur to Bánsi. During 1888 a preliminary survey was made for a branch line from Chupra to Revelganj, the construction of which was sanctioned in November 1889. The construction of the Bahramghât branch was sanctioned in November 1889. Communication across the Ganges between Dighaghât station of the East Indian railway and Paleza ghât station of the Bengal and North Western railway is maintained by means of a steam ferry. The wagon ferry of the Bengal and North Western railway was transferred from Digha to Mokameh and the working commenced on the 7th February 1893. The latter place is now the chief junction for the interchange of traffic with the East Indian railway for the combined system of the Bengal and North Western and Tirhoot railways. The extensions of the Company's section in connection with the linking up of the metre gauge railways in Northern India were sanctioned in December 1894, and orders for the commencement of work issued in January and February 1895. The working of the Tirhoot railway was taken over by the Bengal and North Western Railway Company from the 1st July 1890. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1890-91.

APPENDIX

Railways constructed and in

Metre gauge. **STATE LINES WORKED**

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
	Miles.	Miles.		Miles.
	Bengal and North Western—*concld.*			
	Brought forward . .	542·52 / 534·90	Brought forward .	414·97 / 534·90
	COMPANY'S SECTION—*concld.*			
	Ganges-Gogra Doab lines—		*Ganges-Gogra Doab lines*—	
	Turtipur to Benares . . . 82·26		Tartipur to Mau . . 8-6-98	24·20
	Mau to Shahganj . . . 60·15		Mau to Benares—	
	Kopaganj Road to Chand-deara Ghât . . . . 66·61		For goods traffic . . 15-3-99; For passenger traffic . 5-4-99	58·06
	Revelganj to Manjhi Ghât . . 3·71		Mau to Azamgarh— For public traffic . . 8-6-98	27·15
	Aunrihar to Ghâzipur . . 28·37		Kopaganj Road to Ballia— For goods traffic . . 15-3-99; For passenger traffic . 15-4-99	37·61
	241·10	776·00	Ballia to Chand-deara Ghât— For public traffic . . 12-5-99	29·00
			Revelganj to Manjhi Ghât . 1-4-99	3·71
			Aunrihar to Ghazipur— For goods traffic . . 15-3-99; For passenger traffic . 5-4-99	28·37
				208·10
			Total Company's section .	743·00
	TOTAL .	1,318·52		1,157·97

D—*continued*.

progress on the 31st March 1900.

BY COMPANIES.

Metre gauge.

Details of construction.	REMARKS.

APPENDIX

Railways constructed and in

STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.	Miles.	Total mileage. Miles.	Date of opening for public traffic.		Miles.
XL	**Lucknow-Bareilly section (Rohilkund and Kumaon)—**			*Main line—*		
	Main line—			Lucknow to Sitapur	15-11-86	55·00
	Lucknow (209 miles from Moghal Sarai, on the Oudh and Rohilkhand State railway) to Bareilly (355 miles from Moghal Sarai, on the Oudh and Rohilkhand State railway)	198·55		Sitapur to Lakhímpur	15-4-87	28·50
	Bareilly grain siding	1·75		Lakhímpur to Gola Gokaran Náth	15-12-87	21·50
			200·30	Gola Gokaran Náth to Pilibhit	1-4-91	57·55
				Pilibhit to Bhojeepura	15-11-84	24·00
				Bhojeepura to Bareilly	12-10-84	12·00
				Bareilly grain siding—For goods traffic	1-4-94	1·75
				Dudhwa branch—		
				Mailáni to Sárda	1-1-93	15·00
				Sárda to Sohela—For goods traffic	10-3-93	8·50
	Dudhwa branch—			Sohela to Sonaripur—For goods traffic	18-3-94	7·37
	Mailáni (1[illegible]8 miles from Lucknow) to Dudhwa	26·00				
	Dudhwa to Sonaripur	4·87				
			30·87			
	TOTAL		231·17			231·17
XLI	**Rajputana-Malwa—**					
	STANDARD GAUGE.					
	Junction of East Indian railway, Agra (Jumna east bank), to the limit of Agra cantonment		3·07*	Jumna east bank to Agra cantonment	1-1-76	3·07*
	METRE GAUGE.			RAJPUTANA SECTION.		
	RAJPUTANA SECTION.			*Main line—*		
	Main line—			Delhi to Rewári—		
	Delhi to Bándikui (junction with the Agra branch)	135·25		For salt traffic only	14-2-73	51·25
	Bándikui to Ajmer	139·75		For passenger traffic	1-7-73	
	Ajmer, east of Abu, and through Pálanpur to Ahmedabad on the Bombay, Baroda and Central India railway	304·75		Rewári to Alwar	15-9-74	46·25
		579·75		Alwar to Bándikui	7-12-74	37·75
				Bándikui to Dausa	20-4-74	17·75
				Dausa to Jaipur	12-10-74	38·00
				Jaipur to Phulera	1-3-75	34·25
				Phulera to Ajmer	1-8-75	49·75
				Ajmer to Beáwar	15-5-78	32·25
				Beáwar to Haripúr	12-8-79	21·00
				Haripúr to Sojat Road	20-10-80	20·50
				Sojat Road to Pálanpur	1-1-81	148·00
				Pálanpur to Ahmedabad	15-11-79	83·00
						579·75
						3·07
	Carried over	579·75	3·07	Carried over		579·75

* These 3·07 miles are laid on both the standard and metre gauges, except on the Jumna bridge, where a mixed gauge is laid.

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES.

Metre gauge.

Details of construction.	Remarks.
The country traversed is flat, and there have been no engineering difficulties. The line is laid for a single track principally with 41¼lb steel rails, with the exception of the old Oudh and Rohilkhand railway 60lb steel rails between Daliganj and Lucknow Junction, and sâl, asina and deodar sleepers. The Bareilly-Pilibhit section is ballasted throughout. There is no fencing, except near Lucknow and on the Shahamatganj branch, and at stations. The only bridges of any magnitude are those over the Gumti at Lucknow and the Deoha at Pilibhit. Only a few miles of fencing has been provided in this section, chiefly at stations and level-crossings. A floating iron pontoon bridge, 450 feet long, has been provided for crossing the Sardah river on the Dudhwa branch. This bridge, with a temporary wooden pile bridge of varying length in different years, enables trains to cross that river during the dry season. The steepest gradients on this line are situated on the Dudhwa branch and are as noted below:— $\frac{1}{81}$ to $\frac{1}{80}$ . . . . 1·57 miles. $\frac{1}{81}$ to $\frac{1}{100}$ . . . . 1·17 " A curve under a radius of 1,000 feet occurs between Lucknow Junction and Lucknow City, the length of which is 0·63 mile.	The sanction of the Secretary of State to the commencement of work on the Lucknow-Gola Gokaran Nâth section was received on the 8th October 1884, and orders for construction issued on the 13th November 1884. The line from Gola Gokaran Nâth to Pilibhit was sanctioned by the Government of the North-Western Provinces and Oudh on the 27th December 1889. Orders for the construction of the first 4·62 miles from Bareilly were issued on the 17th March 1882, and for the remaining portion of the Bareilly-Pilibhit section on the 24th February 1883. The point of junction with the Rohilkund and Kumaon Railway Company's system has been established at Bhojeepura, 12 miles from Bareilly. The length from Mailâni to Pilibhit (41·75 miles), which was closed to traffic on the 5th July 1891, was permanently re-opened on the 25th October 1891. The Bareilly grain siding was sanctioned for construction on the 24th March 1892. The Dudhwa branch (Mailâni to Dudhwa), which is a fair weather line, was sanctioned for construction on the 3rd December 1890, and the extension to Sonaripur on the 2nd November 1893. The Lucknow-Gola Gokaran Nâth and the Pilibhit-Bareilly sections, which were previously worked by the Oudh and Rohilkhand railway and by the Rohilkund and Kumaon Railway Company, respectively, were made over, together with the Gola Gokaran Nâth-Pilibhit section, to the latter Company on the 1st January 1891. These sections now form one line called the Lucknow-Bareilly section of the Rohilkund and Kumaon railway. The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91.
The line is constructed for a single track. Sufficient land has been taken up to admit of another track being laid, if necessary, hereafter. The rails originally used were 36lb and 40lb to the yard, laid on transverse deodar and creosoted pine sleepers. The 36lb iron rails have nearly all been replaced by 41¼lb steel rails. For future renewals it has been decided to still further increase the weight of rails to a 50lb section, which has already been used in relaying 544¼ miles of the length between Delhi and Ahmedabad.	The dates of orders for survey and construction are as follows:— *Dates for survey.* Delhi and Agra to Nusseerabad . . . . 17-5-69 Ajmer to Ahmedabad . . . . . . 1-11-72 Khandwa to Indore . . . . . . 8-4-70 Indore to Neemuch . . . . . . 6-3-71 Neemuch to Nasirabad . . . . . 3-11-71 Rewâri to Hissar . . . . . 10-3-81 Hissar to Ferozepore 13-9-81

APPENDIX

Railways constructed and in

Metre gauge.

STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.
			Miles.	Miles.
XLI	Rajputana-Malwa—*continued.*			
	Brought forward .		579·75	3·07
	RAJPUTANA SECTION—*concld.*			
	Branches—			
	Garhi Harsaru Junction (25·25 miles from Delhi) to Farukhnagar (*Farukhnagar salt branch*) . . .	7·75		
	Bándikui to Agra fort (*Agra branch*) . . .	94·64*		
	Agra fort to Jumna east bank	1·50		
	Phulera Junction (183·50 miles from Agra) to Sámbhar (*Sámbhar lake salt branch*)	4·50		
	Extension of Sámbhar branch to Japog . . .	4·50		
	Extension of Sámbhar branch across the lake to Gudha, and thence *viá* Kuchâman Road to Jhowra . .	17·00		
	Kankaroola siding . .	1·25		
	Additional salt sidings in the Sámbhar lake . .	5·02		
			136·16	
				715·91
	MALWA SECTION.			
	Main line—			
	Khandwa (352·75 miles from Bombay on the Great Indian Peninsula railway, north-east line) to Indore	86·94		
	Indore, *viá* Fatehabad Junction, Rutlam, Jaora and Mandsaur, to Neemuch .	156·48		
	Neemuch to Ajmer . .	148·85		
			392·27	
	Ujjain branch—			
	Fatehabad Junction (24·50 miles from Indore) to Ujjain	12·00		
	Extension of Ujjain branch across the Sipra river to Ujjain city . . .	2·88†		
			14·88	
				407·15
				3·07
	Carried over .			1,123·06

Date of opening for public traffic.		Miles.
		3·07
Brought forward .		579·75
RAJPUTANA SECTION—*concld.*		
Farukhnagar salt branch—		
For salt traffic only .	14-2-73	7·75
For passenger traffic .	1-7-73	
Agra branch—		
Bándikui to Bhurtpore .	20-4-74	60·50
Bhurtpore to Agra fort—		
For goods traffic .	11-8-73	34·14*
For passenger traffic .	20-10-73	
Agra fort to Jumna east bank	1-1-76	1·50
Sámbhar lake salt branch	1-3-75	4·50
Japog extension . .	Oct. 76	4·50
Extension of Sámbhar branch to Jhowra . .	20-12-79	17·00
Kankaroola siding . .	15-2-81	1·25
Additional salt sidings in the Sámbhar lake . .	1-9-91	5·02
		136·16
Total Rajputana section .		715·91
DOUBLE-RAJPUTANA SECTION.		
Agra branch—		
Agra fort to Agra Cantonment—		
For goods traffic .	11-8-73	1·14
For passenger traffic .	20-10-73	
MALWA SECTION.		
Main line—		
Khandwa to Sanáwad .	1-2-74	34·25
Sanáwad to Mortakka .	1-4-74	3·50
Mortakka to Choral .	20-1-75	20·50
Choral to Mhow . .	1-1-78	15·69
Mhow to Indore . .	3-8-76	13·00
Nerbudda bridge . .	5-10-76	...
Indore to Fatehabad .	3-8-76	25·23
Fatehabad Junction to Rutlam . . .	11-7-78	48·75
Rutlam to Jaora . .	25-2-80	20·50
Jaora to Mandsaur .	8-4-80	31·75
Mandsaur to Neemuch .	2-7-80	30·25
Neemuch to Nímbahera .	10-3-81	16·40
Nímbahera to Chítorgarh	19-3-81	17·65
Chítorgarh to Nasirabad .	1-12-81	100·65
Nasirabad to Ajmer .	14-2-76	14·15
		392·27
Ujjain branch—		
Fatehabad to Ujjain .	3-8-76	12·00
Ujjain branch extension across the Sipra river to Ujjain city . . .	1-3-84	2·88†
		14·88
Total Malwa section		407·15
		3·07
Carried over .		1,123·06

* Of this length, 1·14 miles are double.
† Includes 2·10 miles B. G. lines from Sipra Junction to Station opened in 1899.

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES.

Metre gauge.

Details of construction.

The ruling gradient on the Farukhnagar salt, Sambhar and Agra branches is 1 in 150 and aggregates 0·20 and 0·70 mile and 3·19 miles in length, respectively.

The creosoted half-round pine sleepers with which the road was first laid are being renewed with deodar sleepers.

The chief works on the Rajputana line are the Bánganga, Shallas, Dhúnd, Amanishah and Jumna bridges, and the descent of the Aravally range west of Ajmer.

The total length of line fenced on the Rajputana section is 658 miles, or three-fourths of the whole section.

The length and situation of the portions of the line on a gradient of 1 in 100, which is the steepest on this section, and pariticulars of curves under a radius of 1,000 feet are given below:

Section of line.	Length of gradient.	Curves under a radius of 1,000 feet.	
	1/100	Length.	Radii.
Main line—	Miles.	Miles.	
East of Ajmer station-yard	0·14	...	...
Between 320·25 and 320·50 miles from Delhi	...	0·29	Varying from 882 feet to 955 feet.
418·75 " "	...	0·09	716 feet.
458·25 " "	...	0·19	955 "
Agra branch—			
West end of Jumna bridge	0·18	...	...
Farukhnagar branch—			
Between miles 2·75 and 7·50 from Garhi Harsaru	2·60	...	...
Mile 7·35 " "	...	0·21	700 feet.

The ruling gradient on the Delhi-Ahmedabad section is 1 in 150 and aggregates 92·70 miles in length.

The principal works on the Holkar railway are the ascent of the Vindhya range and the bridge over the Nerbudda river. The latter consists of 14 spans of 60 metres. The works generally are heavy.

With the exception of the bridging, the works on the Sindia-Neemuch section are light.

The Sipra bridge consists of 6 spans of 150-feet girders, state railway type, laid on masonry piers. The girders of this bridge are being altered from metre to broad gauge.

The Malwa section is generally unfenced, except on the ghâts between Mhow and Kalakund and at stations.

The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet on this section:

Section of line.	Length of gradients.			Curves under a radius of 1,000 feet.	
	1/40	1/80	1/100	Length.	Radii.
Main line—	Miles.	Mile.	Miles	Miles.	
Between 322 and 323 miles from Ajmer	...	...	0·59	...	...
" 323 and 326·66 " "	3·43	...	...	...	..
" 326·66 and 326·86 " "	...	0·20	...	..	...
" 326·86 and 386 " "	...	...	15·20	...	...
" 323 and 342 " "	...	...	...	3·68	Varying from 600 feet to 900 feet.
Ujjain branch—					
Between 0 and 0·31 mile from Fatehabad	...	...	...	0·31	955 feet.

The ruling gradient on the Khandwa-Ajmer section and Ujjain branch is 1 in 150 and aggregates 53·84 and 26·40 miles in length, respectively.

Remarks.

Dates for construction.

Delhi-Rewári section and Salt branch	1-3-70
Rewári to Bándikui	14-8-72
Agra to Phulera	20-10-71
Phulera to Sámbhar	8-4-73
Phulera to Ajmer	9-4-73
Ajmer to Nasirabad	14-4-74
Sámbhar to Japog	14-7-75
Ajmer to Nasirabad	4-9-76
Sámbhar extension to Jhowra and extension of Japog siding	15-5-78
Khandwa to Indore	8-1-72
Indore to Rutlam, with branch to Ujjain	29-10-73
Rutlam to Neemuch	5-10-77
Neemuch to Nasirabad	30-4-79
Rewári to Hissar	13-9-81
Hissar to Ferozepore	8-10-82
Extension of Ujjain branch to Ujjain City	6-12-82

The Deodani siding, 2 miles, was dismantled in 1891, and the Japog siding was reduced to 4·33 miles in the same year; 5·25 miles of new sidings were also laid and opened for traffic on the 1st September 1891.

The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.

The Maharaja Sindia lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage. Miles.	Date of opening for public traffic.		Miles.
XLI	**Rajputana-Malwa**—*concld.*			3·07			3·07
	Brought forward			1,123·06	Brought forward		1,123·06
	CAWNPORE-ACHNERA SECTION.				CAWNPORE-ACHNERA SECTION.		
	Main line—				*Main line*—		
	Cawnpore (683·50 miles from Howrah, *viâ* the chord line, on the East Indian railway) to Farukhabad	86·01			Cawnpore to Kanauj	15-12-80	49·51
	Farukhabad to Hâthras Road Junction	101·00			Kanauj to Farukhabad	1-2-81	36·50
	Hâthras Road station (856·75 miles from Howrah on the East Indian railway) to the left bank of the Jumna opposite Muttra	29·00			Farukhabad to Kásganj	14-4-84	67·00
	Jumna bridge and approaches	1·00			Kásganj to Hâthras	1-7-84	34·00
	Right bank of the Jumna at Muttra to Achnera, a station on the Rajputana section, 16 miles from Agra	22·33	239·34		Hâthras to Muttra	19-10-75	29·00
					Jumna bridge	1-7-84	1·00
					Muttra to Achnera	7-11-81	22·33
							239·34
	Branches—				*Branches*—		
	Mandhana to Brahmâvart (*Brahmâvart branch*)	5·00			Brahmâvart branch	10-11-85	5·00
	Kásganj (153·75 miles from Cawnpore city) to Soron (*Soron branch*)	9·00			Soron branch	4-1-85	9·00
	Muttra to Brindaban (*Brindaban branch*)	7·32	21·32	260·66	Brindaban branch	26-8-89	7·32
							21·32
					Total Cawnpore-Achnera section		260·66
	REWÁRI-FEROZEPORE RAILWAY.				REWÁRI-FEROZEPORE RAILWAY.		
	Main line—M. G.				*Main line—M. G.*		
	Rewári (51·25 miles from Delhi, *viâ* Hissar, Sirsa, Bhátinda, and Farídkot) to Kot Kapura		212·77		Rewári to Hissar— For goods traffic For passenger traffic	20-3-83 1-5-83	89·00
					Hissar to Sirsa— For goods traffic For passenger traffic	1-1-84 1-3-84	50·50
					Sirsa to Kot Kapura	1-10-84	73·27
							212·77
	Fásilka branch—M. G.				*Fásilka branch—M. G.*		
	Kot Kapura (212·50 miles from Rewári) to Fázilka		50·00	262·77	Kot Kapura to Fázilka	1-1-85	50·00
					Total Rewári-Ferozepore railway		262·77
	Standard gauge, Ferozepore to Bhatinda		54·59		Standard gauge, Ferozepore to Bhatinda— For through traffic	15-6-99	54·59
	TOTAL S. G.			54·59			54·59
	TOTAL M. G.			1,646·49			1,646·49
	TOTAL MIXED GAUGE			3·07			3·07
XLII	**Pálanpur-Deesa**— Pálanpur (496·75 miles from Delhi on the Rajputana-Malwa railway) to the cantonment of Deesa			17·28	Pálanpur to Deesa— For goods traffic For passenger traffic	8-11-93 25-11-93	17·28

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES.

Metre gauge.

Details of construction.	Remarks.
The Cawnpore-Farukhabad section is constructed for a single track, and is laid with iron rails 40lb. to the yard. The line from Farukhabad to Háthras Road has been laid with 41½lb Bessemer steel rails. The Háthras-Muttra line is laid for a single track and for 22 miles borders on the metalled road. Rails, 30 lb to the yard, were originally laid on transverse sleepers of deodar. There are no works of any magnitude on this section. It has been relaid with 41½lb steel rails. The bridge over the Jumna consists of 7 spans of 150 feet on stone piers. The Muttra-Achnera section has been laid with steel rails 41½lb to the yard. The Cawnpore-Achnera section is partially fenced, and the fencing is chiefly confined to one side of the line between Cawnpore and Farukhabad and between Háthras City and Muttra Cantonment. There are a few miles of double fencing at stations. The ruling gradient on the Brahmávart branch is 1 in 150 and aggregates 0·38 mile in length. On this section there are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The orders for survey of the Cawnpore-Farukhabad section issued on the 27th November 1877, and for construction on the 13th October 1878. The construction of the extension from Farukhabad to Háthras Road was sanctioned on the 13th July 1882. The section from Cawnpore to Kanauj was opened in December 1880 for local traffic only, and the entire line for public traffic in February 1881, a temporary bridge over the Kali Nadi being provided. This temporary bridge was replaced by a permanent one in 1881. The construction of the Brahmávart branch was sanctioned on the 18th March 1884 and of the Soron branch on the 16th March 1883. The survey of the line from Háthras to Muttra was ordered on the 2nd March 1874, and that from Muttra to Achnera on the 5th March 1878. The construction of the former section was ordered in April 1874, of the latter in February 1880, and of the bridge over the Jumna in July 1882. The principal portion of the earthwork of the Muttra-Achnera section was carried out as a famine relief work in 1878. The construction of the Muttra-Brindaban branch as an integral part of the Cawnpore-Achnera section was sanctioned on the 4th May 1888. Owing to delay in making over the land construction work was not commenced till October 1888. The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now considered as a part of the Rajputana-Malwa railway.
No engineering difficulties were encountered on the Rewári-Ferozepore line. The rails are mainly of steel, 41½lb to the yard, laid on deodar and Denham-Olphert's pot sleepers. With the wooden sleepers stone ballast is used, and with the pots, sand with a covering of stone. The country through which the length from Sirsa to Ferozepore runs is exceedingly easy; the line is at present unfenced, except about 110 miles of main line and at stations. The Fázilka branch is laid with 41½lb steel rails and Denham-Olphert's and Molesworth's iron sleepers; the ballast is of sand, without a stone covering. On this line there are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.	The Rajputana-Malwa railway, of which for the present the Rewári-Ferozepore railway with its branch is to be considered as an integral part, was leased to the Bombay, Baroda and Central India Railway Company from the 1st January 1885. The terms of working will be found in Appendix J to Part II of the Railway Administration Report for 1884-85. Conversion of the M. G. line from Ferozepore to Kot Kapura to standard gauge and the construction of the standard gauge line through to Bhatinda was sanctioned on September 1898.
This line is constructed for a single track with substructure suitable for standard gauge. The rails are iron, 40lb. to the yard, laid on Denham-Olphert's cast iron sleepers or on steel dish cover sleepers taken from the main line. The line traverses an easy country, and there have been no engineering difficulties. The line is well-ballasted to a full section, shingle being used on the Deesa end, and broken lime stone ballast at the Palanpur end. The entire length with the exception of a little wire fencing at mile 2 is fenced with cactus. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient on the line is 1 in 150 and aggregates 8·58 miles in length.	The line was sanctioned for construction on the 22nd March 1892. The Pálanpur Darbar provided the land free and contributed the sum of Rs. 1,85,000. The Government of India provided the money required to construct the line, and stores from stock so far as available. The latter has also to provide such capital for improvements and additions to the open line as may, from time to time, be necessary. The branch line is maintained and worked by the Bombay, Baroda and Central India Railway Company, under an agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1893-94.

APPENDIX

Railways constructed and in

STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
			Miles.			Miles.
XLIII	**Southern Mahratta—**					
	Main line—			*Main line—*		
	Portuguese frontier near Dhárwár *viâ* Guntakal and Nandyál to Tadêplli		509·97	Frontier to Castle Rock	. 3-2-88	3·63
				Castle Rock to Deuli .	. 15-6-87	2·75
				Deuli to Dhárwár .	. 24-1-87	56·00
				Dhárwár to Hospet .	. 1-7-85	101·25
				Hospet to Bellary .	. 24-3-84	40·51
				Bellary to Guntakal .	. 16-5-87	29·99
				Guntakal to Nandyál .	. 11-7-87	90·25
				Nandyál to Cumbum .	. 15-6-90	63·18
				Cumbum to Tadêpalli	. 3-10-89	122·41
						509·97
	Branches—			*Harihar branch—*		
	Hubli to Harihar (*Harihar branch*)	81·00		Hubli to Harihar (temporary station) . .	. 18-10-86	81·00
				Temporary station to permanent station .	. 21-2-89	
	Gadag to Hotgi (*Bijápur branch*) . . .	173·08		*Bijápur branch—*		
				Gadag to Hotgi—		
				For goods traffic .	. 1-8-84	173·08
				For passenger traffic	. 15-9-84	
				Poona branch—		
	Londa to Poona (*Poona branch*)	277·99	532·07	Londa to Belgaum .	. 21-3-87	33·00
				Belgaum to Miraj .	. 22-12-87	85·01
				Miraj to Koregaon	. 2-5-87	76·00
				Koregaon to Ghorpuri	. 18-11-86	83·07
				Ghorpuri to Poona	. 4-10-90	0·91
						277·99
	Carried over .		1,042·04	**Carried over**	.	1,042·04

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. **Metre gauge.**

Details of construction.	Remarks.
The permanent-way is of the ordinary state railway metre-gauge type, except for the portion from the Portuguese frontier to Castle Rock which is laid with 62lb rails. The line is only partially fenced.	The line from Hotgi *viâ* Bijápur and Bágalkot to Gadag was commenced as a famine relief work in April 1879. Work on this, and on the Bellary-Hubli section, was again started by Government in November 1881; but from the 1st October 1882 the system was made over to the Southern Mahratta Railway Company.
	The Bellary branch of the Madras railway from Bellary to Guntakal was made over to the Southern Mahratta Railway Company on the 1st February 1887, and was converted from standard to metre gauge on the 16th May 1887.
	The Bellary-Kistna railway was sanctioned for construction on the 26th September 1883. It was made over to the Southern Mahratta Railway Company on the 1st January 1888.

The following are the large girder bridges:

	Spans.		Feet.
Main line—			
Hagari	34	of	64
Tungabhadra	38	,,	60
Burra Nalla	10	,,	60
Banni Nalla	9	,,	60
Kondia	9	,,	60
Dorapillay	2	,,	40
	1	,,	20
	1	,,	100
Doratangi	3	,,	100
Dorabhani	2	,,	150
	1	,,	250
	1	,,	66½
Budicherla	6	,,	66½
Gundlacam	11	,,	60
Mile 439¾	8	,,	40
Colair mile 448	8	,,	40
Harihar branch—			
Wardha	15	,,	60
Tungabhadra	16	,,	60
Bijápur branch—			
Bhíma	14	,,	150
Gunki	8	,,	40
Don	8	,,	100
Kistna	21	,,	150
Malprabha	12	,,	100
Poona branch—			
Níra	12	,,	50
Yerla	10	,,	60
Kistna	14	,,	150
Jagnoor	11	,,	30
Ghatprabha	45	,,	40
Márkándyae	5	,,	60
Malprabha	1	,,	100
	3	,,	40
	5	,,	20

Main line—

The following are the tunnels and covered ways on this line:

Bear's rock	581 feet.
Castle rock	1,356 ,,
Covered way	312 ,,
Nulla-Mulla hills	1,560 ,,

The Ghát incline for 3·50 miles from the Portuguese frontier has been constructed for a double line up to formation level.

The maximum gradient on the Ghát incline is 1 in 40 and on the rest of the line 1 in 100.

On the Bellary-Kistna section, which is now included in the Southern Mahratta railway, main line, the ruling gradient is 1 in 100. A tunnel, 523 yards in length, occurs at the Nulla-Mulla hills, the pass through which is 20 miles long and comprises several heavy works. The rest of the line presents no difficulty.

Poona branch—

The following are the tunnels and covered ways on this line:

Covered way at mile		265¼	566 feet.
Tunnel No. 1	,,	264¼	545 ,,
,, ,, 2	,,	259½	611 ,,
,, ,, 3	,,	214¼	503 ,,

APPENDIX

Railways constructed and in

STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
		Miles.			Miles.
XLIII	**Southern Mahratta**—*concld.*				
	Brought forward .	1,042·04	Brought forward		. 1,042·04
	TOTAL .	1,042·04			1,042·04
XLIV	**Guntakal-Mysore frontier—**				
	Guntakal (234·25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier . .	119·50	Guntakal to Dharmavaram—		
			For goods traffic . .	1-3-92	62·95
			For passenger traffic .	10-6-92	
			Dharmavaram to Hindúpur .	23-4-93	49·28
			Hindúpur to Mysore frontier	17-9-93	7·27
					119·50
XLV	**Mysore section (Southern Mahratta)—**				
	Mysore *viâ* Bangalore to Gubbi . 139·75		Mysore to Mandya . .	25-2-82	27·75
	Gubbi to Harihar . . . 156·25		Mandya to Channapatna .	20-3-81	23·25
			Channapatna to Bangalore .	1-2-81	34·75
	TOTAL .	296·00	Bangalore to Tumkur . .	11-8-84	43·00
			Tumkur to Gubbi . .	26-12-84	11·00
			Gubbi to Birur . . .	12-8-89	76·57
			Birur to Harihar . .	21-2-89	79·68
					296·00

D—*continued*.

progress on the 31st March 1900.

BY COMPANIES. **Metre gauge.**

Details of construction.	Remarks.
The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under:	

Section of line.	Length of gradients.		Curves under a radius of 1,000 feet.	
	1/80 and less.*	1/81 to 1/100 *	Length.	Radii.
Main line—	Miles.	Miles.	Miles.	
Between miles 0 and 3	2·96	...	...	...
„ „ . 3½ and 508¾	...	132·06	...	...
„ „ . 0 and 5	...	...	2·11	800 feet.
„ „ . 234 and 483	...	...	11·98	Varying from 603 feet to 955 feet.
Poona branch—				
Between miles 1 and 276¼	...	108·73	...	...
„ „ . 21⅓ and 21¾	...	...	0·17	955 feet.
„ „ . 210 and 277¼	...	...	10·06	Varying from 600 feet to 907 feet.
Harihar branch—				
Between miles 0 and 80	...	28·08	...	...
Bijápur branch—				
Between miles . 0 and 165⅝	...	53·74	...	...

On the Guntakal-Dharmavaram section, the permanent-way consists of 41¼lb. flat-footed steel rails, laid on steel transverse sleepers of the pea-pod pattern. The line is unfenced, except at stations. The ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable and include the following principal bridges:—

	Spans.		Feet.
Pennér	11	of	150
Thada Kalairu	8	„	64
Penna Mairu	14	„	64

On the line from Dharmavaram to Hindúpur earthwork is heavy on the Penukonda section, but the bridges are unimportant. The permanent-way is of the same description as on the Guntakal-Dharmavaram section.
The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under:

Section of line.	Length of gradients.		Curves under a radius of 1,000 feet.	
	1/80 and less.	1/81 to 1/100 †	Length.	Radii.
Guntakal to Mysore frontier—	Miles.	Miles.	Miles.	
Between miles 4 and 112¾ . .	...	26·5	...	...
„ 63	...	...	0·07	600 feet.

REMARKS.

The length between Dharmavaram and Guntakal was sanctioned in June 1889, and work was commenced almost immediately. The construction of the line was carried out principally by Government Engineers under the direction of the Chief Engineer of the South Indian Railway Company. The working was made over to the Southern Mahratta Railway Company on the 1st January 1893.
The extension to Hindúpur was sanctioned on the 26th January 1891: this, together with the length from Guntakal to Dharmavaram, comprises the project originally known as the Hindúpur extension. In August 1891, 7·27 miles to the Mysore frontier were sanctioned. The working of the section from Dharmavaram to Hindúpur was taken over by the Southern Mahratta Railway Company on the 23rd April 1893.

The section between Hindúpur and the Mysore frontier was taken over on the 23rd April 1893 and completed by the Southern Mahratta railway and opened for public traffic on the 17th September 1893. The line is worked by the Southern Mahratta railway.

No works of special engineering difficulty occur on the Mysore section.
The line has been laid for a single track with rails 41¼lb. to the yard, spiked to wooden sleepers partly of creosoted pine and partly of teak, the width of formation being 14 feet on the Gubbi-Mysore section and 16 feet on the Harihar-Gubbi section.
The sleepers on the Bangalore-Tumkur section are of creosoted pine, which is being gradually replaced by Mysore teak.
The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet, are as under:

Section of line.	Length of gradients.			Curves under a radius of 1,000 feet.	
	1/60 and less.	1/61 to 1/70 ‡	1/71 to 1/100	Length.	Radii.
Harihar to Mysore—	Miles.	Miles.	Miles.	Miles.	
Between miles 0 and 296	...	...	120·52	...	...
„ „ 210 and 296	...	45·41	...	...	...
„ „ 210¾ and 293⅝	...	...	...	5·02	Varying from 600 feet to 990 feet.

The dates of orders for survey and construction of the Mysore railway are as follows:

Date for survey.	*Dates for construction.*
1st April 1870.	Mysore line, 20th September 1877.
	Tumkur line, 6th October 1882.
	Tumkur to Gubbi, 18th January 1884.

Earthwork between Bangalore and Channapatna was commenced for relief purposes during the famine of 1877-78.
The transfer of the Mysore railway to the Southern Mahratta Railway Company was effected on the 1st July 1886. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1887-88.

* Ruling gradient 1 in 40 between miles 0 and 3 on the ghâts, the rest of the line is on a ruling gradient of 1 in 100.
† „ „ 1 in 100 throughout.
‡ „ „ 1 in 70 „

APPENDIX

Railways constructed and in

STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
XLVI	South Indian—		Miles.	Miles.			Miles.
	MADRAS-TUTICORIN SECTION—				MADRAS-TUTICORIN SECTION—		
	Main line—				*Main line—*		
	Madras (Beach Joint) to Tuticorin (Foreshore)		446·80		Madras (Beach Joint to Beach, old) . . .	15-1-00	0·33
					Madras Beach, old to Park zero . . .	1-1-79	1·60
					Madras (Park zero) to Tindivanam	1-9-76	76·05
					Tindivanam to Cuddalore old town . . .	1-1-77	52·00
					Cuddalore old town to Porto Novo . . .	1-1-77	17·15
					Porto Novo to Chidambaram	1-10-78	6·73
					Chidambaram to Coleroon .	1-7-79	4·58
					Coleroon to Shiyali . .	1-1-78	6·06
					Shiyali to Máyavaram .	1-7-77	12·24
					Máyavaram to Tanjore .	15-2-77	43·76
					Tanjore to Trichinopoly Junction . . .	11-3-62	31·14
					Trichinopoly Junction to Madura . . .	1-9-75	96·04
					Madura to Tuticorin . .	1-1-76	98·71
					Tuticorin to Foreshore .	7-8-99	0·41
							446·80
	Branches—				BRANCHES—		
	Chingleput (37·16 miles from Madras) to Arkonam (42·50 miles from Madras on the Madras railway) (*Arkonam branch*)	39·25			*Arkonam branch—*		
					Chingleput to Wálajábád .	1-8-80	13·66
					Wálajábád to Conjeeveram	1-1-81	7·94
					Conjeeveram to Arkonam .	8-5-65	17·65
							39·25
	Villupuram (101·13 miles from Madras) to the Gingee river to connect with the Pondicherry railway (*Pondicherry branch*)	16·47			*Pondicherry branch—*		
					Villupuram to Gingee river, inclusive of bridge of 7 spans of 150 feet over the Gingee river . .	15-12-79	16·47
	Tanjore (220·50 miles from Madras) to Nagore (*Nagore branch*)	52·83			*Nagore branch—*		
					Tanjore to Tiruvallúr .	2-12-61	33·83
					Tiruvallúr to Negapatam .	15-7-61	14·33
					Negapatam to Nagore .	1-12-99	4·67
							52·83
	Trichinopoly (251·65 miles from Madras) to Erode Junction (243 miles from Madras on the Madras railway, south-west line) (*Erode branch*)	87·41			*Erode branch—*		
					Trichinopoly Junction to Fort	11-3-62	2·52
					Trichinopoly Fort to Karúr	3-12-66	44·65
					Karúr to Kodumudi . .	1-7-67	16·70
					Kodumudi to Erode . .	1-1-68	23·54
							87·41
	Madura to Toni Torai . .	91·33					
	Mutanandal to Sivaganga .	9·00					
	Maniyáchi (427·98 miles from Madras) to Tinnevelly (*Tinnevelly branch*) . .	18·23			*Tinnevelly branch—*		
					Maniyáchi to Tinnevelly .	1-1-76	18·23
	Tinnevelly Quilon (Travancore branch) (British section) mile 00 to mile 47·77 .	103·33*					
	Cuddalore old town to Wharf (*Wharf branch*) . .	1·54			*Wharf Branch—*		
					Cuddalore Old town to Wharf	7-8-99	1·54
	Carried over .	362·53	446·80		Carried over . .		662·53

* Tinnevelly Quilon (Travancore branch) (Native State section) 56·86 miles deducted from total.

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES.

Metre gauge.

Details of construction.	Remarks.
Earthwork and bridges are for a single way only, except from Negapatam to Trichinopoly where the foundations and superstructure of bridges have been built for a double way. The original undertaking between Negapatam and Erode, 166·45 miles, was laid between Negapatam and Trichinopoly with rails 68lb to the yard on creosoted pine sleepers and with the same weight of rail on cast-iron pot sleepers between Trichinopoly and Erode. During the course of renewals with the 50lb bull-headed rails, the following alterations have been made. Out of Negapatam, 12·72 miles have been relaid with the 50lb rails on pot sleepers and between Tanjore and Trichinopoly (31·04) the same permanent-way has taken the place of the 68lb rails. From mile 12·72 out of Negapatam to Tanjore (35·44 miles) the creosoted pine sleepers have been replaced by cast-iron pots. Out of 87·41 miles on the Erode Branch, 10·00 miles have been relaid with 52lb bull-headed rails on the same pots, the remaining 77·41 miles remain as originally laid. The Negapatam Branch has been extended to Nagore 4·68 miles laid with 68lb second class double headed iron rails on sal-wood sleepers. The main line from the Beach at Madras to Tuticorin has, with the exception of 0·31 mile through Tanjore station, been completely relaid with 50lb rails on cast-iron pots replacing between Madras and Tanjore and Trichinopoly and Tuticorin, the 40·3lb rails on creosoted pine sleepers. From Conjeeveram to Arkonam the original 35lb rails and wooden sleepers have been replaced with 50lb rails and pot sleepers. The Pondicherry and Tinnevelly branches and the remainder of the Arkonam Branch are still laid with the 40·3lb and 41¼lb rails on wooden sleepers. The whole of this part of the system is fenced. The Tanjore-Pulliarpatti quarry extension is laid with 68lb double-headed iron rails and pynkado sleepers. The ballast is of gravel throughout the line. The ruling gradient is 1 in 85 and is 0·44 mile in length, and the sharpest curve which has a radius of 1,000 feet, 0·15 mile. On the Villupuram-Dharmavaram section the ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable and include bridges over the Cheyár. Palar and Chitrávati rivers. The rails are of steel, flat-footed, 41¼lb to the yard (except for 15·43 miles south of the Chitrávati, which has been laid with 40lb second-hand iron rails), laid on steel transverse sleepers of the pea-pod pattern. Second-hand rails are laid in sidings. The Madras railway is crossed by an overbridge 1·50 miles to the west of Katpadi station, where extensive junction arrangements were completed during 1891-92. On the Nellore branch the ruling gradient is 1 in 100. Although the country is comparatively flat, the crossing of the drainage, as it approaches the sea, has necessitated high banks and a large allowance of waterway. The Madras railway is crossed by an overbridge near Rénigunta, where a large station has been built. The rails are of steel, flat-flooted, 41¼lb. to the yard, laid partly on Denham-Olphert's cast-iron sleepers, and partly on steel transverse sleepers of the pea-pod pattern. The largest bridge is one of 7 spans of 100 feet over the Rallayeroo river near Renigunta. This branch, including the Native State section, is being constructed for a single metre gauge line. The ruling	The line from Negapatam to Erode was commenced in May 1859 by the late Great Southern India Railway Company, and was completed on the standard gauge. It was converted to metre gauge in sections as follows:— Negapatam to Trichinopoly, June and July 1875; Trichinopoly to Karúr, July 1879; Karúr to Erode, December 1879. The line from Arkonam to Little Conjeeveram was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system, and was completed on the 3′ 6″ gauge. A 3 per cent. guarantee accorded on the 1st January 1868 was subsequently included in the contract entered into with the late Carnatic Railway Company for the extension to Cuddalore. The line was converted to the metre gauge in July 1878. On the 1st July 1874, the above two undertakings were amalgamated under the title of the South Indian Railway Company, and the whole system is now on the metre gauge. The estimates for the extensions from Trichinopoly to Tinnevelly and Tuticorin were sanctioned on the 2nd March 1872, and those for the sections from Madras to Cuddalore and Cuddalore to Tanjore on the 25th February 1873 and the 12th June 1874, respectively. Since the opening of the line throughout between Madras and Tuticorin, this has become the main line with branches to Arkonam, Pondicherry, Negapatam, Erode and Tinnevelly. The estimate for the connecting link between Chingleput and Conjeeveram—the earthwork of which was completed by famine labour—was sanctioned in November 1879. The estimate for the Villupuram-Gingee river section was sanctioned in May 1879. This line is required for famine protection purposes of certain districts which suffered severely in 1876-78. The construction of the Nellore branch from Tirupati to Nellore was sanctioned on the 15th November 1883; but for want of funds the work was suspended in May 1885 and was not resumed until November 1885. The portion of the line from Villupuram to Dharmavaram and Tirupati was sanctioned in November 1888, and work was commenced in January 1889. The Gudur-Nellore section, 23·71 miles, has been converted to the standard gauge and was handed over to the Bezwada-Madras railway on the 1st November 1898. On the 1st January 1891 the South Indian Railway was purchased by the Secretary of State and handed over, together with the Villupuram-Guntakal State railway, to a new company called the "South Indian Railway Company. Limited"—the whole now forming the South Indian railway system. The Dharmavaram-Guntakal section of the latter railway was made over for working to the Southern Mahratta Railway Company on the 1st January 1893, and now forms a part of the Guntakal-Mysore frontier railway. The South Indian Railway Company works, under agreement, the portion (7·84 miles) of the Pondicherry branch lying within French territory and known as the Pondicherry railway. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—*vide* Appendix Z to Part II of the Railway Administration Report for 1894-95. The construction of the Eastern section of the line between Paramakudi and Mandapam was commenced in

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
			Miles.	Miles.			Miles.
	Brought forward .	362·63	446·80		Brought forward .		662·53
XLVI	**South Indian**—*concld.*						
	MADRAS-TUTICORIN SECTION—						
	Branches—				*Capper Quarry Branch*—		
	Junction to Capper Quarry with main line to buffer end (*Capper Quarry branch*) . . .	0·86			Junction with main line to Capper Quarry . .	15-4-00	0·86
					Tuticorin Salt Branches—		
	Tuticorin to Buffer end of Senanducolam . .	2·14			Tuticorin to buffer end of Senanducolam salt siding	12-11-99	2·14
	Junction of Senanducolam salt siding to buffer end of Lenengapuram (*Salt branch*)	0·25			Junction of Senanducolam salt siding to buffer end of Lenengapuram . .	12-11-99	0·25
		365·78	446·80	812·58	*Total, Madras-Tuticorin section* . . .		665·78
	VILLUPURAM-DHARMAVARAM SECTION—				VILLUPURAM-DHARMAVARAM SECTION—		
	Main line—				*Main line*—		
	Villupuram (101·13 miles from Madras on the South Indian railway) to Dharmavaram (380·37 miles from Madras on the South Indian railway)		279·18		Villupuram to Tiruvannámalai	17-11-90	41·80
					Tiruvannámalai to Pákala .	18-3-91	96·55
					Pákala to Váyalpád . .	1-1-92	46·69
					Váyalpád to Dharmavaram—		
					For goods traffic . .	1-3-92	94·14
					For passenger traffic .	20-3-92	
							279·18
	Branch—				*Nellore branch*—		
	Pákala to Gudur (*Nellore branch*) .		84·10		Pákala to Tirupati west .	18-3-91	25·05
					Tirupati to Gudur .	15-9-87	59·05
			363·28	363·28			84·10
					......		
					......		
					Total Villupuram-Dharmavaram section . .		363·28
	TOTAL .			1,175·86	TOTAL OPEN MILEAGE .		1,029·06

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES.

Metre gauge.

Details of construction.

gradient from Tinnevelly to Shenkottah is 1 in 100, from Shenkottah to Tenmali 1 in 60, from Tenmali to Ponalur 1 in 50, and from Ponalur to Quilon 1 in 100.

It is proposed to lay the road with 50 lb rails on cast iron pot sleepers.

The country in the British territory between Tinnevelly and Shenkottah is moderately easy; the Tambraparni river is the only one of importance crossed.

From Shenkottah to Ponalur the line traverses through a very moutainous country the work on which will be very heavy. At the Ariankavu pass will be a tunnel 2,600 feet in length and at Camp Gorge two minor ones.

From Ponalur to Quilon the country traversed is very undulating, and the work will be fairly heavy.

The situation and lengths of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are as under :—

SECTION OF LINE.	Lengths of gradients ($\frac{1}{81}$ to $\frac{1}{100}$).	Length of curves under a radius of 1,000 feet.
	Miles.	Miles.
MAIN LINE—		
Between 282·68 and 289·66 miles from Madras	2·27	...
" 314·97 " 321·57 " "	3·58	...
ARKONAM BRANCH—		
Between 50·90 and 57·10 miles from Madras	...	0·20
" 73·59 " 74·15 " "	...	0·54
ERODE BRANCH—		
Between 300·31 and 306·88 miles from Madras	1·73	...
" 323·62 " 331·27 " "	1·84	...
VILLUPURAM-DHARMAVARAM SECTION—		
Between 121·36 and 125·99 miles from Madras	1·15	...
" 134·66 " 145·91 " "	2·33	...
" 162·24 " 309·84 " "	88·94	...
" 198·49 " 198·79 " "	...	0·30
PÁKALA BRANCH—		
Between 238·16 and 274·34 miles from Madras	14·12	...
" 288·96 " 310·98 " "	1·43	...

This branch is being constructed for a single metre gauge line, the girder bridges being built to carry standard gauge girders in the event of the line being converted to that gauge.

The ruling gradient is 1 in 200.

It is proposed to lay the road with 50 lb rails on cast iron pot sleepers.

The country through which the line runs is very flat, no large rivers are crossed, the chief bridging being over feeder channels from the Vaigai river to the village tanks.

REMARKS.

July 1899 and on the remaining portion between Madura and Paramakudi in January 1900.

The British section of this branch forms part of the undertaking of the South Indian Railway Company (Limited).

The construction of the British portion between Tinnevelly and Shenkottah was sanctioned on 15th May 1899, and work started in July 1899, but is confined for the present to the first 26 miles out from Tinnevelly.

The re-survey of the line between Shenkottah and Quilon through the Travancore territory is nearly completed and work will shortly begin on that length.

The Travancore Durbar granted a loan of 7 lakhs in 1899, which will be repaid as soon as the debentures have been raised.

The capital for the construction of this branch will be raised by the South Indian Railway Company (Limited) by debentures, the Government of India guaranteeing the interest payable on capital spent in British territory, and the Travancore Durbar similarly paying the interest due for the capital expended in their State.

When complete the line will be worked under agreement by the South Indian Railway Company (Limited).

APPENDIX

Railways constructed and in

Metre gauge.

STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
		Miles.			Miles.
XLVII	**Máyavaram-Mutupet—**				
	Máyavaram (176·74 miles from Madras on the South Indian railway) to Mutupet . .	54·08	Máyavaram to Mutupet .	2-4-94	54·08

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line traverses an easy country, the ruling gradient being 1 in 200. It crosses the Cauvery irrigation system in the Tanjore delta, and is consequently costly in bridges and culverts. The line is laid on pynkado transverse sleepers with second-hand 40lb flat-footed iron and 41¼lb steel rails taken out of the South Indian railway main line. There are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet. The second-hand rails are being replaced by 41¼ lb steel rails of which 4·50 miles have now been laid.	The funds for this line are provided in nearly equal portions by the Tanjore District Board from a special cess and by the Madras Government from provincial funds. The railway crosses the Negapatam branch of the South Indian Railway at Tiruvallúr. The construction of the Tiruvallúr-Mutupet section was sanctioned in June 1890, and the Máyavaram-Tiruvallúr section in August 1891. The work was commenced immediately by the South Indian Railway Company under their Additional Powers Act, 1888. The survey of an extension from Mutupet to Adirámpatnam was sanctioned in November 1890 and completed in January 1892; but the construction of this extension has been deferred for the present. A survey of the further extension of the line from Adirampatnam to Avadaiyarkoil was sanctioned on 20th January 1899, and completed in November 1899. The line is worked by the South Indian railway under an agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1897-98. On the 1st January 1900 the Tanjore District Board took over the Government interest of the line and thereby became the sole owners of the railway.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
XLVIII	**Assam-Bengal—**					
	Main line—			*Main line—*		
	Chittagong Port to Chittagong 1·87			Chittagong Port to Chittagong—		
	Chittagong to Tinsukia . 570·72			For goods traffic .	3-11-95	1·87
		572·59		Chittagong to Feni .	1-7-95	56·90
				Feni to Comilla—		
				For goods traffic .	1-7-95	39·10
				For passenger traffic	15-9-95	
				Comilla to Akhaura—		
				For goods traffic .	1-1-96	29·41
				For passenger traffic	1-2-96	
	Branches—			Akhaura to Karimganj*—		
				For goods traffic .	4-12-96	115·00
				For passenger traffic	1-1-97	
	Láksám to Chandpur . . .	31·62		Karimganj to Badarpur*—		
	Badarpur to Silchar . . .	18·62		For goods traffic .	4-12-96	12·00
	Lumding to Gauháti . . .	112·93		For passenger traffic	1-12-97	
			735·76	Badarpur to Dámchara—		
				For goods traffic .	23-4-99	18·50
						272·78
				Branches—		
				Láksám to Chandpur—		
				For goods traffic .	1-7-95	31·62
				For passenger traffic	15-9-95	
				Badarpur to Katta Khal—		
				For goods traffic .	13-6-98	6·27
				Katta Khal to Silchar—		
				For goods traffic .	8-11-98	12·35
						18·62
				Gauháti to Jamuna Mukh .	1-1-97	74·50
				Jamuna Mukh to Lanka .	2-1-99	19·00
				Lanka to Lumding temporary station—		
				For goods traffic .	1-3-99	16·33
						109·83
				Lumding (temporary station) to Lumding—		
				For goods traffic .	20-2-00	3·10
				TOTAL OPEN MILEAGE		435·95

* Closed for repairs after the earthquake of 12th June 1897 and re-opened as follows:

Akhaura to Srimangal	20-7-97
Srimangal to Kalaura	24-7-97
Kalaura to Karimganj	8-8-97
Karimganj to Badarpur	18-10-97

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES.

Metre gauge.

Details of construction.

On section I, which includes the main line from Chittagong Port to Badarpur, with branches from Láksám to Chandpur and from Badarpur to Silchar, the country is mostly low-lying, necessitating long continuous embankments. North of Comilla it crosses four ranges of low hills, covered with dense jungle. The important bridges are those crossing the Feni, the Mohari and the Gumti rivers.

Section II, which comprises the hill section of the main line between Badarpur and Lumding, runs through very difficult country, a grade of 1 in 70 being freely used, except at the head of the Jatinga valley, where a grade of 1 in 40 has been adopted, causing a saving of about 4 miles. There are many tunnels and high viaducts. The bridge over the Barak river at Badarpur is designed for 1 span of 276 feet, 1 span of 250 feet and 1 span of 224 feet and 8 spans of 60 feet.

Section III, which includes the main line from Lumding to Tinsukia Junction and the branch from Lumding to Gauhati, passes partly through flat country requiring long lengths of embankment, and partly through low hills covered with dense jungle. The principal bridges on this section are those crossing the Kopili and the Dehing.

The line, where already laid, is for a single track with 50lb rails on sál and pynkado sleepers, and this will be done on the rest of the line.

On sections I and III there are no gradients of less than 1 in 100, or curves under a radius of 1,000 feet.

On section II the following are particulars regarding gradients up to 1 in 100 and of curves under a radius of 1,000 feet:

Section of line.	Length of gradients.			Curves under a radius of 1,000 feet.	
	$\frac{1}{70}$ and less.	$\frac{1}{71}$ to $\frac{1}{80}$	$\frac{1}{81}$ to $\frac{1}{100}$	Length.	Radii.
	Miles.	Miles.	Miles.	Miles.	Feet.
8th Division	...	2'72	6'99	4'24	Varying from 573 feet to 955 feet.
9th „	9'68	5'22	3'55	9'96	
10th „	0'05	11'85	4'38	9'46	
11th „	...	10'45	4'48	9'75	

Remarks.

The branch from Gauháti to Lumding and the portion of the main line from Lumding to Dimapur were sanctioned in May 1891. Work was commenced in November 1891 and was carried on till October 1892, when the line was taken over by the Assam-Bengal Railway Company.

Section I. The 360 feet jetty at Chittagong was completed, and formally opened.

Section II. The earthwork in the 8th division is completed and on the 9th, 10th and 11th divisions well in hand. Tunnels on the 8th division were completed and satisfactory progress was made with all other works on the section considering the exceptionally wet season and the restriction of funds towards the close of the year.

Section III. On this section the open line (112'43 miles) from Gauháti to Lumding is now open for traffic.

The work on the 16th and 17th divisions is approaching completion, and good progress was made on the 15th division.

The survey of the 18th division was completed and the work sanctioned, but owing to restriction of funds was not commenced.

APPENDIX

Railways constructed and in

Metre gauge.

STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
XLIX	Burma—	Miles.	Miles.			Miles.
	Irrawaddy line—			*Irrawaddy line—*		
	Rangoon to Prome		161·00	Rangoon to Prome .	2-5-77	161·00
	Sittang line—			*Sittang line—*		
	Rangoon to Toungoo		166·00	Rangoon to Pegu—		
				For goods traffic .	4-2-84	46·25
				For passenger traffic	26-2-84	
				Pegu to Pyuntaza—		
				For goods traffic .	4-2-84	41·75
				For passenger traffic	10-7-84	
				Pyuntaza to Nyaunglebin—		
				For goods traffic .	4-2-84	5·00
				For passenger traffic	1-8-84	
				Nyaunglebin to Toungoo .	1-7-85	73·00
				Total Sittang line .		166·00
	Suburban lines		9·00	*Suburban lines—*		
				For goods traffic .	1-3-80	6·00
					15-7-90	3·00
				Total Suburban lines .		9·00
	Mandalay line—			*Mandalay line—*		
	Main line—			*Main line—*		
	Toungoo (166 miles from Rangoon on the Sittang line) to Mandalay	220·00		Toungoo to Thawutti—		
				For goods traffic .	1-5-88	44·00
				For passenger traffic	11-7-88	
				Thawutti to Pyinmana—		
				For goods traffic .	1-5-88	15·00
				For passenger traffic	26-9-88	
				Pyinmana to Yaméthin—		
				For goods traffic .	15-11-88	49·00
				For passenger traffic	1-3-89	
				Yaméthin to Mandalay .	1-3-89	112·00
						220·00
	Branches—			*Branches—*		
	Thazi to Myingyan	70·10		*Meiktila branch—*		
				Thazi to Meiktila Cantonment . . .	10-5-93	12·89
				Meiktila to Myingyan	15-11-99	57·21
	Mandalay to Mandalay shore (*Mandalay shore branch*) . . .	2·50		*Mandalay shore branch—*		
				Mandalay to Mandalay shore—		
				For goods traffic	April 1889	2·50
			292·60	*Total Mandalay line* .		292·60
	Mu Valley line—			*Mu Valley line—*		
	Main line—			*Main line—*		
	Sagaing (on the right bank of the Irrawaddy) to Myitkyina .	331·29		Sagaing to Shwebo .	1-7-91	53·05
				Shwebo to Wuntho—		
				For goods traffic .	4-4-92	99·46
				For passenger traffic	15-3-93	
				Wuntho to Nankan .	1-11-94	15·46
				Nankan to Mohnyin .	21-10-95	74·35
				Mohnyin to Mogaung—		
				For goods traffic .	1-3-96	52·34
				For passenger traffic	16-7-97	
				Mogaung to Myitkyina—		
				For goods traffic .	1-1-98	36·63
				For passenger traffic	10-2-99	
						331·29
	Carried over .	331·29	628·60	Carried over .		628·60
						331·29

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES.

Metre gauge.

Details of construction.	REMARKS.
The Irrawaddy line is laid with steel rails, 50lb to the yard, for a double track from Rangoon to Insein (9 miles), the remaining 152 miles being laid for a single track with 50lb steel rails for 90 miles, 41½lb steel for 29 miles and 40lb iron for 33 miles. The bridging is heavy owing to the severe floods from the Irrawaddy river. The other works are light, as the country traversed is flat and low. The Sittang line is laid with steel rails, 50lb. to the yard, from Pazundaung to Pyinbongyi (62 miles), the remaining 104 miles being laid with rails, 41½ lb to the yard, on pyinkado sleepers. The country traversed is similar to that through which the Irrawaddy line passes, except that there are about 50 miles of forest land on the Sittang line against about 27 miles on the Irrawaddy line. The bridging is also much heavier, there being on the Sittang line 15,730 lineal feet of water-way provided against 8,165 lineal feet on the Irrawaddy line.	The dates of orders for survey and construction are as follows : *Dates for survey.* / *Dates for construction.* Rangoon to Prome — 16-10-69 — 25-9-74 Rangoon to Toungoo — 17-8-74 — 23-5-81
The permanent-way on the Mandalay line consists of 50lb flat-footed steel rails, with deep web fish-plates of Bessemer steel. The ballast is either shingle or broken stone. *Bridges*— Spans. Feet. Swa river . . . . . { 3 of 100; 1 „ 40 } Nagalike . . . . . . { 3 „ 100; 2 „ 40 } Sinthe . . . . 4 „ 100 Samôn . . . . . . { 1 „ 150; 2 „ 40 } Panloung . . . . 5 „ 60 Myitngè . . . . . . { 4 „ 150; 2 „ 40 } Mu . . . . { 4 „ 100; 2 „ 40 } Meza . . . . . . { 3 „ 100; 10 „ 40 } Namkwin . . . . . . { 2 „ 60; 6 „ 40 } Namyin . . . . . . { 1 „ 100; 6 „ 40 } Mogaung . . . . . . { 5 „ 100; 9 „ 40 } Namti . . . . . . { 3 „ 60; 4 „ 40 } Namkwi . . . . . . { 1 „ 100; 6 „ 40 } Meiktila lake (Timber Trestle) . . 24 „ 15 Inflow to do. do. . . 27 „ 15 There are several other bridges with water-ways up to 200 lineal feet. All girder bridges on the Mandalay line are provided with floors and hand rails for military purposes. There are no great engineering difficulties, but much of the line passes through thick jungle. The line from Prome to Mandalay is fenced.	The orders for the survey of the Mandalay line were issued in March 1886. The construction of the line was sanctioned in October 1886, and work began on the first 60 miles from Toungoo in November 1886; on 40 miles from Mandalay southwards, in January 1887; on the section from mile 60 (from Toungoo) to mile 108, in April 1887; and on the remaining section from mile 108 to mile 180, in June 1887.
The earthwork on the Thazi-Myingyan branch was carried out as a famine relief work, the bridging is partly of timber and partly of masonry with steel girders. The permanent-way consists of Steel Rails 41½ and 50lb to the yard, and the sleepers are of pyinkado.	Commencement of work on the Meiktila branch was sanctioned on the 1st January 1892 as a famine relief measure. An extension of this branch to Myingyan was sanctioned and construction started in September 1898.
On the Mu Valley line masonry of bridges is mostly of brickwork. The permanent-way consists of 41½lb flat-footed steel rails, laid on sleepers of teak, pyinkado, ingyin and thitya. The ballast is all of broken stone or shingle. The line is generally unfenced, except at a few stations.	The construction of the main line, Sagaing to Kawlin, and of the Myohaung branch, was sanctioned on the 17th October 1889, and work commenced about the 1st January 1890.

APPENDIX

Railways constructed and in

Metre gauge. **STATE LINES WORKED**

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
XLIX	Burma—*concld.* Brought forward	331·29	628·60	Brought forward		628·60 / 331·29
	Branches—(concld.)			*Branches*—		
	Sagaing (on the right bank of the Irrawaddy) to Alon (on the left bank of the Chindwin)	71·00		*Myohaung branch*—		
				Myohaung to Amarapura shore—		
				For goods traffic	22-11-91	6·00
				For passenger traffic	22-2-92	
	Myohaung (3 miles south of Mandalay station on the Mandalay line of the Burma railway) to the left bank of the Irrawaddy opposite Sagaing (*Myohaung branch*)	6·00		*Katha branch*—		
	Naba on the main line to Katha on the right bank of the Irrawaddy (*Katha branch*)	14·40	422·69	Naba to Katha	2-10-95	14·40
				Total Mu Valley line		351·69
	Mandalay-Kunlôn section—			*Mandalay-Kunlôn section*—		
				Myohaung to Sêdaw—		
	Myohaung (3 miles south of Mandalay station on the Mandalay line of the Burma railway) to the right bank of the Salween river		230·72	For goods traffic	1-1-98	13·00
				DOUBLE—		
				Irrawaddy line—		
				Rangoon to Kemmendine	30-10-89	3·50
				Kemmendine to Insein	10-1-90	5·50
				Mandalay line—		
				Myohaung to Mandalay	3-10-99	2·45
				Mu Valley line—		
				Nahakaung to Naba	11-6-97	0·55
						12·00
	Bassein-Henzada-Letpadan Railway—					
	Letpadan (on Irrawaddy line) to Tharrawaddy on the east bank of the Irrawaddy river, thence through Henzada (on the west bank of the Irrawaddy) to the town of Bassein		119·01			
	TOTAL		1,401·02	TOTAL OPEN MILEAGE		993·29
	TOTAL STATE LINES WORKED BY COMPANIES (METRE GAUGE)		8,037·72			7,022·83

D—*continued.*

progress on the 31st March 1900.

BY COMPANIES.

Metre gauge.

Details of construction.

The steepest gradient on this line is 1 in 50, of which there are in all three lengths. These are situated between miles 204 and 207 on the Nabakaung-Katha section, and their aggregate length is 3·08 miles. There are in all 13 curves of a radius of 573 feet—the sharpest on the line; four on the Katha branch between miles 212 and 213·8, the total length being 1,568 feet, and 9 on the main line between miles 171 to 235 on the Nankan-Mohnyin section, 3,790 feet long.

On the Sagaing-Alon branch, the ruling gradient is 1 in 150 and the sharpest curve is 2°. The earthwork and bridging are not heavy, the latter being of stone or brick masonry and steel girders. The permanent way consists of steel rails 41½ and 50lb. to the yard on Pyinkado sleepers; the ballast is of shingle and broken stone.

The Mandalay-Kunlôn line is being constructed for a single track with 50lb. steel rails and wooden sleepers. The sleepers will be of pyinkado, ingyin, thitya or oak, and average 2,200 to the mile. It is a mountain railway with a gradient of 1 in 40, except on the Maymyo Ghât (miles 13 to 28), where gradients of 1 in 25 have been sanctioned. The country traversed is, on the whole, difficult.

The works and bridging generally are light for a mountain railway, with the exception of 1¾ miles of very heavy work on the Maymyo Ghât; and a long, high viaduct, and two tunnels at the Goktcik gorge. This viaduct will consist of 10 spans of 120 feet, 5 spans of 60 feet and 2 spans of 55 feet supported on piers formed of steel trestles in pairs 40 feet apart. Total length of viaduct will be 2,260 feet and greatest height of rail level above ground 325 feet.

Special locomotives are being designed for this railway, and the rolling-stock will all be on bogies, fitted with the automatic brake for easy and safe working on the heavy gradients and sharp curves.

The following statement shows approximately the length of gradients steeper than 1 in 100 and of curves under a radius of 1,000 feet:—

Section.	Gradients.			Curves.	
	$\frac{1}{25}$	$\frac{1}{40}$ to $\frac{1}{99}$	$\frac{1}{100}$	Length.	Radius.
Mandalay (Myohaung) Salween— Mile 0 to 230·72	Miles. 11·36	Miles. 102·22	Miles. 18·32	Miles. 51·45	Varying from 338 feet to 955 feet.

The 11·36 miles of 1 in 25 gradients are on the Maymyo Ghât.

Wooden bridging will be used to a certain extent on the easier and flatter portions of the line.

The line will not be fenced.

On the Bassein-Henzada-Letpadan branch the large bridges will be of steel girders on iron cylinders and piles. The permanent way will be of steel rails 50lb to the yard on Pyinkado sleepers.

Remarks.

The construction of the extensions from Kawlin to Gyodaung and from Gyodaung to Nankan was sanctioned in February and March 1891, respectively; but owing to the Wuntho insurrection work was not commenced till some months later.

The construction of the extensions from Nankan to Mogoung and from Mogoung to Myitkyina was sanctioned in September 1892 and December 1895, respectively.

Sanction was received in September 1898 to the construction of a branch line 71·00 miles long from Sagaing station on the Mu Valley railway to Alon, a town on the Chindwin river. Work was commenced at once.

Orders were given for the construction of the Mandalay-Kunlôn line in October 1895.

The working and construction of the Burma railways was made over to a company from the 1st September 1896—*vide* Appendix P to Part II of the Railway Administration Report for 1897-98.

Sanction was received in February 1900 to the construction of the line from Letpadan to Tharrawaddy, a town on the east bank of the Irrawaddy through Henzada, on the west bank, to the town of Bassein, and work has been commenced.

APPENDIX

Railways constructed and in

Metre gauge.

STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
L	Eastern Bengal—	Miles.	Miles.	Miles.			Miles.
	NORTHERN SECTION—				NORTHERN SECTION—		
	Main line—				*Main line*—		
	Sára ghât to Párbatipur Junction	111·25			Sára to Atrai . .	19-1-78	38·75
	Párbatipur Junction to Siliguri	84·75			Atrai to Jalpáiguri . .	28-8-77	134·25
			196·00		Jalpáiguri to Siliguri—		
					For goods traffic . .	10-6-78 }	23·00
					For general traffic .	1-11-78 }	
							196·00
	Branches—				*Rungpore branch*—		
	Párbatipur Junction to Kaunia on the right bank of the Teesta (*Rungpore branch*)	34·00			Parbatipur Junction to Shámpur . . .	19-5-78	15·25
					Shámpur to Rungpore .	2-7-78	7·50
					Rungpore to Kaunia .	1-6-79	11·25
	Teesta bridge at Kaunia and approaches . .	4·87					34·00
	Párbatipur to Dinagepore (*Dinagepore branch*) .	17·75			*Dinagepore branch*—		
	Teesta to Dhubri (*a*) . .	38·83			Párbatipur to Chirir bandar	1-7-83	9·00
		95·45			Chirir bandar to Dinagepore	16-5-84	8·75
							17·75
	2′ 6″ GAUGE.				2′ 6″ GAUGE.		
	Kaunia-Dharlla branch—				*Kaunia-Dharlla branch*—		
	Teesta Junction to Jatrapur	23·25			Teesta Junction to Dharlla .	18-7-81	18·50
	Teesta Junction to Mogalhât	13·78			Teesta Junction to Mogalhât	6-2-82	13·78
		37·03			Dharlla to Jatrapur . .	1-7-84	4·75
			132·48				37·03
				328·48	*Total Northern section* .		284·78
	Cooch Behar-Santrabari Extension (British section)—				Cooch Behar-Santrabari Extension (British section)—		
	South bank of Kaljani river to Jhainti .			20·08	South bank of Kaljani river to Alipur Duar . .	18-1-1900	0·64
	DACCA SECTION—				DACCA SECTION—		
	Náráyanganj ghât to Mymensingh . .			85·92	Náráyanganj ghât to Dacca	4-1-85	10·25
					Dacca to Jaydebpúr—		
					For goods traffic .	1-8-85 }	19·65
					For passenger traffic .	12-12-85 }	
					Jaydebpúr to Gáfargáon—		
					For goods traffic .	1-8-85 }	32·50
					For passenger traffic .	18-2-86 }	
					Gáfargáon to Mymensingh—		
					For goods traffic .	1-8-85 }	23·52
					For passenger traffic .	29-8-85 }	
					Total Dacca section .		85·92
	BEHAR SECTION—				BEHAR SECTION—		
	Main line—				*Main line*—		
	Manihári to Katihár .	15·50			Manihári to Katihár .	1-4-87	15·50
	Katihár to Ráyganj .	37·49			Katihár to Ráyganj .	1-7-89	37·49
	Ráyganj to Dinagepore .	32·68			Ráyganj to Dinagepore .	15-2-88	32·68
			85·67				85·67
	Carried over .		85·67	434·48	Carried over .		371·34 / 85·67

(*a*) Excluding the section of the Kaunia-Dharlla line from Teesta to Mogalhât (13·78 miles) which is under conversion to the metre gauge and will form part of this line.

D—*continued.*

progress on the 31st March 1900.

BY THE STATE.

Metre gauge.

Details of construction.	Remarks.
Rails, iron, 40lb. to the yard, and steel, 41¼lb. to the yard, and sleepers of creosoted pine, sâl, teak and iron-wood, also of steel wrought and cast-iron, have been used. The bridging and embankments are heavy on the lower section. Iron rails, 40lb. to the yard, are being replaced by steel rails, 50lb. and 41¼lb. to the yard, from Sára northwards: 178·73 miles with the 50lb. and 20·76 miles with the 41¼lb. rails—total 199·49 miles—are now laid. Sâl sleepers are used for renewals. The whole of the Northern section is fenced, except the Kaunia-Dharlla section. The permanent way of the Mogalhát-Dhubri Extension will consist of steel rails, 40 ft. 50lb. per yard, laid on sâl sleepers. The ballast will be of stone shingle. The line will be unfenced except at stations.	*Dates of orders for survey.* Trial survey on the 20th January 1870. Final survey of main line on the 7th November 1871. Rungpore branch on the 23rd March 1872. Extension to banks of the Teesta and on to Dhubri, 20th November 1875. Extension to Siliguri, 1875-76. *Date of orders for construction.* Main line, 12th February 1874. The railway to Darjeeling starts from the Siliguri terminus, which is about seven miles from the foot of the Darjeeling hills. Survey of the Mogalhát-Dhubri Extension was ordered on 1st October 1896 and commenced in the middle of January 1897. The construction was sanctioned in September 1899.
The Kaunia-Dharlla branch has been laid without ballast. The rails are steel, weighing 25lb. and iron 30lb. to the yard, laid on sâl sleepers. The line is not fenced. The permanent way of the Teesta-Mogalhát line, when converted, will consist of steel rails, 50 lb. per yard, 40 feet in length, on sâl sleepers. The ballast will be of stone shingle. The Cooch Behar-Santrabari Extension (British section) is without ballast. The rails are partly iron, 40 lb. per yard, and partly steel, 41¼ lb. per yard, laid on metre gauge sâl sleepers. The only important bridges are (1) that over the Kaljani river at mile 11¼, consisting of 5 spans of 55 feet, one span of 40 feet and one span of 32 feet girders and (2) over the Balla torrent 17 spans of 27 feet. The line is unfenced.	The Kaunia-Dharlla branch was constructed by the Bengal Government out of provincial revenues. Steam ferries over the Teesta and Dharlla, and between Jatrapur on the Brahmaputra and Dhubri, are worked in connection with the trains. Sanction was given in September 1899 to the conversion of the line from Teesta Junction to Mogalhát (12·23 miles) of the Kaunia-Dharlla Branch from 2′ 6″ to metre gauge in connection with the Mogalhát-Dhubri Extension. The survey of the line was ordered and started in January 1896 and completed in June of that year. The construction of the line was sanctioned in December 1897 and started in January 1898.
The Dacca section is laid with permanent-way material of the ordinary metre gauge type, the rails being of steel, 41¼lb. to the yard, on sâl, creosoted pine, asna and pyinkado sleepers. The work on the northern half of the line is heavy, but gradients are easy. The line is unfenced, except at stations, and between Náráyanganj and Dacca, 10·25 miles.	The construction of the line was sanctioned on the 11th August 1882. The original project included a branch from Dacca to Aircha, opposite Goalundo, 43 miles long, which has since been abandoned. The Dacca section is connected with the Eastern section by a ferry worked by the India General Steam Navigation Company between Goalundo and Náráyanganj ghât.
The Behar section consists of a single track laid with 41¼lb. steel rails on sâl, asna, teak and iron-wood sleepers; in a few places Denham-Olphert's sleepers are used. As a rule the works are heavy and bridging very considerable, owing to the flooded country through which the line passes. The line is fenced.	The line from Manihári through Kátihar Junction to Dinagepore connects the East Indian railway at Saheb-gunge with the Bengal system of railways at Dinagepore, a ferry being worked by the East Indian railway across the Ganges between Manihári and Sahebgunge. A branch line runs northwards from Katihár Junction through Purnea and Kasba to Ancharâ ghât on the Kosi, opposite Khanwa ghât on the Kosi extension of the Tirhoot railway. The Behar section of the Eastern Bengal railway is connected with the terminal station on the Tirhoot railway by a ferry across the Kosi river.

APPENDIX

Railways constructed and in

STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage. Miles.	Date of opening for public traffic.		Miles.
L	Eastern Bengal—*concld.*						
	Brought forward		85·67	434·48	Brought forward		371·34 / 85·67
	BEHAR SECTION—*concld.*				*Kosi branch—*		
	Branches—				Katihár to Kasba	1-4-87	22·10
	Kosi branch—				Kasba to Forbesganj	1-7-89	36·81
	Katihár to Kasba	22·10			Forbesganj to Ancharághât	1-1-91	14·00
	Kasba to Arariyá	21·71					72·91
	Arariyá to Forbesganj	15·10					
	Forbesganj to Debiganj	7·69					
	Debiganj to Ancharághât	6·31					
		72·91			*Bársoi-Kissengunge branch—*		
	Bársoi-Kissengunge branch—				Bársoi to Kissengunge—		
	Bársoi to Kissengunge	35·11	108·02		For goods traffic	15-12-92	35·11
					For passenger traffic	10-12-93	
				193·69	*Total Behar section*		193·69
	TOTAL			628·17	TOTAL OPEN MILEAGE (NARROW GAUGE SECTIONS)		565·03
LI	Cawnpore-Burhwál (metre gauge link)—						
	Cawnpore (point of junction with the Cawnpore-Achnera section of the Rajputana-Malwa railway) *viâ* Lucknow to Burhwál (point of junction with the Bahramghât branch of the Oudh and Rohilkhand State railway)			(a) 79·60	Burhwál to Daliganj	24-11-96	(b) 34·57
					Aishbagh to Cawnpore—		
					For goods traffic	25-4-97	(c) 45·03
					For passenger traffic	15-5-97	
	Carried over			79·60	Carried over		79·60

(a) Excluding 3·66 miles of the existing line of the Lucknow-Bareilly railway between Daliganj and Aishbagh, which forms a part of the alignment of this line.
(b) Including the length, Burhwál to Bara Banki, 16·70 miles, laid on a mixed gauge.
(c) Including the length over the Cawnpore bridge, 0·59 mile, laid on a mixed gauge.

D—*continued.*

progress on the 31st March 1900.

BY THE STATE.

Metre gauge.

Details of construction.	Remarks.
Four miles of the Bársoi-Kissengunge branch have been laid with second-hand steel rails, 41¼lb. to the yard, and the rest with second-hand iron rails, 40lb. to the yard, obtained from relaying on the Northern section. Sleepers used are of sâl, excepting a few of Burma wood. There are no important works on this extension, except two bridges, one of 6 spans of 40 feet and the other of 5 spans of 40 feet at miles 180k. and 183k., respectively. The grade of 1 in 150 is the sharpest on the metre gauge section and only occurs at the 9th mile, Dacca section, the length being 0·36 mile. A length of 0·07 mile, which is situated at mile 1 on the Kaunia-Dharlla section (2′ 6″ gauge) is on the grade of $\frac{1}{81}$ to $\frac{1}{100}$. There are no grades steeper than this. Curves under a radius of 1,000 feet also occur on this section. Their radii vary from 425 to 955 feet and the aggregate length is 6,705 feet, of which 6,580 feet or 1·25 miles are on the line to Kurigram and 125 feet at mile 3 on the line to Jatrapur.	Survey for the extension from Bársoi to Kissengunge was ordered in October 1890. Trial surveys were made in April 1891, and orders for construction were given in June 1891. Final survey was made in June 1891, and work was started in September 1891. On the 1st April 1887 the Northern Bengal, the Kaunia-Dharlla, the Dacca and the Assam-Behar railways were amalgamated with the Eastern Bengal and the Calcutta and South-Eastern railways, and these lines are now worked as one combined system. The Eastern Bengal railway was re-transferred from Provincial to Imperial control with effect from the 1st April 1892.
The line has been laid partly on a mixed (standard and metre) gauge and partly on a separate metre gauge track, except for 3·66 miles between Daliganj and Aishbagh where the existing line of the Lucknow-Bareilly railway has been utilized. Starting from the north of Burhwál station, on the Oudh and Rohilkhand State railway, it runs up to Bara Banki along a third rail laid inside the Oudh and Rohilkhand State railway line, and thence on to Malhaur a separate metre gauge track has been laid parallel to, and 14 feet distant from, the Oudh and Rohilkhand rails. From Malhaur it deviates to the east over new country and joins the Lucknow-Bareilly railway at the north end of Daliganj station. Passing through Daliganj the Lucknow-Bareilly rails are utilized to Aishbagh, where it crosses the Lucknow-Bareilly railway and runs for 2·08 miles over new country and joins the Cawnpore branch of the Oudh and Rohilkhand State railway at mile 2·80 from Lucknow, and thence runs parallel to the latter line up to the Cawnpore bridge station, whence a third rail has been laid across the Ganges bridge. After clearing the bridge the separate track, parallel to the Oudh and Rohilkhand rails, is resumed and followed up to and through the Cawnpore, Oudh and Rohilkhand State railway, station-yard, and, passing on, crosses the Grand Trunk Road, Ganges canal, and East Indian railway goods siding on a grade crossing, and joins the Cawnpore-Achnera railway at mile 83·26. Land has been taken up for a double line, except where the line runs alongside the Oudh and Rohilkhand State railway, but the bridges have been constructed for a single line only.	The construction of this line, which was sanctioned in October 1894 as a part of the project for linking up the metre gauge railway systems of Northern India, was commenced in November 1894. It has been constructed and is worked by the Oudh and Rohilkhand State railway.

APPENDIX

Railways constructed and in

STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
LI	**Cawnpore-Burhwal (metre gauge link)**—*concld.*			
	Brought forward .	79·60	Brought forward .	79·60
	TOTAL .	79·60	TOTAL OPEN MILEAGE .	79·60
LII	**Shadipalli-Balotra (British section)***— Shadipalli to the Jodhpore Frontier . .	(a)69·06		
	TOTAL STATE LINES WORKED BY THE STATE (METRE GAUGE)	776·83		644·63

* The native state section of this railway forms an integral part of the Jodhpur section of the Jodhpur-Bikaner railway.

(a) The mileage given is exclusive of 48·75 miles of the existing Hyderabad-Shadipalli standard gauge railway between Shadipalli and Rahoki Junction to be converted to the metre gauge, as also 6·33 miles of the same railway between Rahoki Junction and Hyderabad on which a separate metre gauge track will be added.

D—*continued.*

progress on the 31st March 1900.

BY THE STATE.

Metre gauge.

Details of construction.	REMARKS.
From Burhwál to Bara Banki the permanent-way consists of second-hand 60lb. steel rails, obtained from the Oudh and Rohilkhand State railway, laid on new deodar sleepers. On the independent line the main line is laid with new 50lb. steel rails on deodar sleepers, except for the last three miles at Cawnpore, which are laid with second-hand 60lb. steel rails obtained from the Oudh and Rohilkhand State railway. All sidings are of second-hand iron 60lb. section rails. There are no gradients of 1 in 100 or less. The sharpest curve has a radius of 573 feet.	

Rails.

SECTIONS.	50lb. flat-footed Indian State Railway steel rail.	60lb. flat-footed steel rail.	TOTAL.
Burhwál to Daliganj—			
Mixed gauge, 3rd rail . .	...	16·79	16·79
Independent line . . .	17·78	...	17·78
Aishbagh to Cawnpore—			
Mixed gauge, 3rd rail . .	...	0·59	0·59
Independent line . . .	40·48	3·96	44·44
TOTAL .	58·26	21·34	79·60

Sleepers.

SECTION.	Deodar.	Teak.	TOTAL.
Burhwál to Daliganj—			
Mixed gauge, 3rd rail, and independent line . .	34·57	...	34·57
Aishbagh to Cawnpore—			
Mixed gauge, 3rd rail, and independent line . .	44·03	1·00	45·03
TOTAL .	78·60	1·00	79·60

Details of construction.	REMARKS.
The work is light and easy for 36 miles across the Nara Valley. The rest of the length is through heavy sand-hills.	For the Shadipalli-Frontier section a small grant was sanctioned in 1897-98 and earthwork has been started.

APPENDIX

Railways constructed and in

ASSISTED

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage	Date of opening for public traffic.
LIII	**Deoghur**— Miles. Baidyanáth (200·25 miles from Howrah on the chord line, East Indian railway) to Deoghur	Miles. 4·79	Miles. Baidyanáth to Deoghur . 23-12-82 4·79
LIV	**Brahmaputra-Sultanpur**— Santahar to Fulchhari	59·50	Santahar to Bogra . . 1-4-99 24·50
LV	**Mymensingh-Jamálpur-Jagannathganj**— Mymensingh to Jagannathganj . . .	53·37	Mymensingh to Singhjani— For goods traffic . . 15-10-98 } 33·07 For passenger traffic . 1-11-98 } Singhjani to Jagannathganj— For goods traffic . . 15-10-99 } 20·30 For passenger traffic . 1-12-99 } TOTAL OPEN MILEAGE . 53·37
LVI	**Rohilkund and Kumaon (Company's section)**— Bhojeepura Junction (12·00 miles from Bareilly on the main line) to Káthgodám, at the foot of the Naini Tal hills	53·92	Bhojeepura to Káthgodám . 12-10-84 53·92
LVII	**Segowlie-Raxaul**— Segowlie to Raxaul	18·09	Segowlie to Raxaul . 1-3-99 18·09
LVIII	**Bengal Dooars**— *Main line*— East bank of the Teesta opposite Jalpáiguri (305·00 miles from Calcutta, Sealdah) on the Northern section of the Eastern Bengal State railway *viâ* Dam Dim to Bagrakote 37·76 *Branches*— Lataguri to Ramshaihát . . . . 5·40 Mal to Hantupara . . . 44·00 Barnes Junction to Lalmonir Hat . 65·80	152·96	*Main line*— East bank of the Teesta to Mal Bazar— For goods traffic . . 15-1-93 } 26·85 For passenger traffic . 1-11-93 } Mal to Dam Dim . . 16-6-94 4·15 *Branch*— Lataguri to Ramshaihát— For goods traffic . . 11-6-93 } 5·40 For passenger traffic . 16-6-94 } 36·40
LIX	**Dibru-Sadiya**— *Main line*— Dibrugarh (on the left bank of the Brahmaputra river) *viâ* Makum Junction to Dihing bridge . . . 61·50 Carried over . 61·50		*Main line*— Lower steamer ghât on the left bank of the Brahmaputra river, near Dibrugarh, eastward as far as the Dinjan stream, for goods traffic only in October 1882 (15 miles). Dibrugarh to Makum Junction 16-7-83 38·50 Makum Junction to Dihing bridge . . . . . 2-5-84 23·00 61·50 Carried over . 61·50

D—*continued.*

progress on the 31st March 1900.

COMPANIES.

Metre gauge.

Details of construction.	Remarks.
The line passes over an undulating country. The sharpest curve has a radius of 2,640 feet and a length of 3,000 feet. About 2·08 miles are on a grade of 1 in 80 and 0·69 mile on a grade of 1 in 100. The permanent-way is laid with 36lb. steel rails on wooden sleepers. The line is ballasted throughout, but is unfenced.	Messrs. Burn & Co., contractors, undertook the construction of this railway with capital raised locally without any guarantee, but with a free gift of land. They commenced work in October 1881. The Rohini branch (1·50 miles), which had been constructed and opened for public traffic on the 1st July 1883, was closed with effect from the 1st November 1885 in consequence of the insufficiency of traffic.
The permanent-way consists of 50lb. steel rails and sâl sleepers. The ballast is of burnt brick. The works are fairly heavy. The largest bridge, the Bengali, consists of 6 spans of 60 feet. The steepest grade is 1 in 180 and occurs at miles 13 and 14 in the two approaches to a bridge. Their lengths are 0·38 and 0·37 mile, respectively. There are no curves under a radius of 1,000 feet. The line is unfenced, except at stations.	Date of orders for survey— Sultanpur *viâ* Bogra to Fulchhari on the Brambaputra . . . . . 7-10-90 The construction of the line was sanctioned in October 1896, and work started in January 1897.
The permanent-way consists of 50lb. rails and sâl sleepers. The ballast is of burnt brick. The Jhenai bridge, the most important on the line, consists of 4 spans of 55 feet. The steepest grade is 1 in 300 and occurs at miles 45 and 46 in the approaches to a brigde. Their lengths are 0·51 mile and 0·57 mile, respectively. There are no curves under a radius of 1,000 feet. The line is unfenced, except at stations.	Date of orders for survey— Mymensingh to Bonsi *viâ* Jamalpur . 27-11-94 Bonsi to Jagannathganj . . . 23-1-97 The construction of the line was sanctioned in November 1896.
The rails are of the metre gauge type, steel, weighing 41¼lb. to the yard, laid on sâl sleepers. From Káthgodám to Haldwáni, a distance of 175 chains, there is a continuous descending grade of 1 in 70; from Haldwáni to Lálkua it varies from 1 in 80 to 1 in 103; from Lálkua the grade is 1 in 146 for 71 chains, after which it becomes more moderate. The total lengths of gradients of $\frac{1}{71}$ to $\frac{1}{80}$ and $\frac{1}{81}$ to $\frac{1}{100}$ are 4·84 miles and 6·12 miles, respectively. The line is unfenced, except at stations and between Haldwani and Lalkua.	The line was originally projected by certain local capitalists, but was afterwards taken up and completed by a company formed in England. The Government guaranteed 4 per cent. on a maximum capital of £200,000 during the construction of the line or until January 1885. The contract is dated 12th October 1882. This company also works the Lucknow-Bareilly line. The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91.
The permanent-way will consist of 41¼lb. steel rails and sâl sleepers.	The construction of the line was sanctioned in October 1896.
The line has been laid with 41¼lb. flat-footed steel rails spiked to sâl sleepers and is being provided with stone ballast. The bridges are of girders resting on brick-work piers and abutments. In spans of 20 feet and under an invert flooring has been provided for the bridge. The piers of the Neora bridge (6 ft. x 60 ft. girders) are of cast-iron screw piles, 3 ft. diameter, sunk 30 feet below low-water. There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet.	The line was sanctioned for construction in May 1891. The extension of the branch to Tondu has been abandoned owing to changes in the river Jaldaka.
The line throughout was originally laid with steel rails, 41¼lb. to the yard, but these are now gradually being renewed and replaced by 50lb. steel rails, 19 miles from Dibrugarh having been so renewed. The length from steamer ghât to Tálap *viâ* Makum Junction is constructed on the existing Government road, except for 2·75 miles from the ghât, 1·50 miles from Dibrugarh station east, 0·25 mile at mile 16, 2 miles at the 43rd and 44th miles, and 0·50 mile from Dum-Duma river to the Bisakopi. The culverts which were in existence have been utilised, as far as practicable, with such slight additions and alterations as were necessary; but timber bridges have been erected over the Bor Hapjan, Singlijan, Dibru, and Bisakopi rivers, and brick abutments and one central pier have been built, and rolled iron girders laid across the Dinjan river. The timber bridges over the Tipúk Jan, Sessajan, Borbil and Digboi (No. 1) rivers have been replaced by brick abutments and steel	The contract with this company, which was formed in England by Messrs. Shaw, Finlayson & Co., will be found in Appendix F to the Railway Administration Report for 1881-82.

APPENDIX

Railways constructed and in

ASSISTED

Metre gauge.

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
LIX	**Dibru-Sadiya**—*concld.*					
	Brought forward .	61·50		Brought forward .		61·50
	Tálap branch—			*Tálap branch*—		
	Makum Junction to Tálap . .	16·00	77·50	Makum Junction to Dum-Duma	2-5-84	10·00
				Dum-Duma to Tálap . .	5-2-85	6·00
						16·00
						77·50
LX	**Ledo and Tikak-Margherita Colliery**—					
	Main Line—			Dihing Bridge to Ledo, including Namdang branch—		
	Dihing Bridge Junction with the Dibru-Sadiya railway to Ledo, including Namdang branch		7·50	For coal traffic .	17-2-84	7·50
				For public traffic .	1-1-97	
LXI	**Ahmedabad-Parantij**—					
	Ahmedabad [309·25 miles from Bombay (Colába)] on the Bombay, Baroda and Central India railway to Idar-Ahmednagar.		54·59	Ahmedabad to Talod .	1-5-97	32·75
				Talod to Parantij . .	2-7-97	7·75
				Parantij to Idar-Ahmednagar	23-10-97	14·09
						54·59
LXII	**Nilgiri**—					
	Méttupálaiyam (327·47 miles from Madras on the Madras railway, Nilgiri branch) to Coonoor		16·90	Méttupálaiyam to Coonoor .	15-6-99	16·90
	TOTAL ASSISTED COMPANIES (METRE GAUGE)		499·12			347·56

D—continued.

progress on the 31st March 1900.

COMPANIES.

Metre gauge.

Details of construction.	Remarks.

girders. Brick culverts have been constructed at miles 44·50, 25·50, 50·75, 55·00 and 59·00 on the main line; and at miles 40·75 and 41·75 on the Tálap branch, and a 6′ arched culvert has been built taking the place of Digboi No. 2 bridge at mile 53·50.

The extension to Dihing bridge is cut entirely through thick forest.

The line is unfenced and unballasted for one mile from Lower Ghât, and for 16 miles between Makum Junction and Tálap. On the rest of the line broken stone ballast has been used.

There are no gradients of 1 in 100 or less.

Curves under a radius of 1,000 feet are noted below:

Section of line.	Length.	Radii.
Main line—	Feet.	Feet.
Mile 56 from Dibrugarh	747	800
„ 61 „ „	635	700
Tálap branch—		
Mile 10·25 from Dibrugarh	200	750

The main line is laid with $41\frac{1}{4}$ lb. rails and sleepers of uriam, and is more than three-fourths ballasted. The steepest gradient is 1 in 70 and is 526 feet in length. The sharpest curve has a radius of 600 feet. The Namdang bridge, the most important on the line, is of 5 spans of 24 feet.

The Namdang branch is laid throughout with new 50 feet rails on uriam sleepers. It is unballasted. The steepest gradient is 1 in 86 for 1,425 feet, of which the last 300 feet is on a curve of 1,000 feet radius.

Remarks: This colliery branch line was constructed in 1883 under sanction of a concession granted in an Indenture made with the Secretary of State for India on 30th July 1881, and has been used for the purpose of bringing coal from the mines on the south bank of the Dihing river to connect with the Dibru-Sadiya railway. The working of the line was taken over by the Dibru-Sadiya railway from the 1st January 1897 under the terms recorded as Appendix II to Part II of the Railway Administration Report for 1896-97.

The line has been constructed for a single track. The permanent-way is laid with $41\frac{1}{4}$ lb. flat-footed steel rails on transverse deodar or creosoted pine sleepers. There are two bridges for crossing the Khari river, the first in the 14th mile by five spans of 60 feet, and again in the 37th mile by five spans of 60 feet.

There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.

The ruling gradient on the line is 1 in 200, of which there are 4 in number and aggregate 1·74 miles in length.

The line is ballasted throughout with either kunker or stone.

Remarks: The construction of this line was sanctioned and orders for the commencement of work issued in January 1896. The line was constructed by the Bombay, Baroda and Central India Railway Company, and is worked by the same company as a part of their metre-gauge system under an agreement, the terms of which will be found in Appendix P to Part II of the Railway Administration Report for 1895-96.

The rails are steel, 50 lb. to the yard, on pyinkado sleepers, laid on stone ballast between dwarf walls 1′ 6″ high. The line is unfenced. The bridges are of lattice or plate girders resting on masonry piers and abutments.

On the Ghât the Abt Rack (double) is used.

There are nine tunnels on the line, varying in length from 62 to 308 feet and aggregating 1,578 feet.

The ruling gradient is 1 in $12\frac{1}{2}$ in the mountainous portion, and 1 in 40 in the plains.

The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:—

Section of line.	Length of gradients.			Curves under a radius of 1,000 feet.	
	$\frac{1}{50}$ and less.	$\frac{1}{51}$ to $\frac{1}{70}$.	$\frac{1}{71}$ to $\frac{1}{100}$.	Length.	Radii.
	Miles.	Miles.	Miles.	Miles.	Feet.
Between 13·92 and 16·21 miles	...	1·59	...	...	...
The whole line	13·50	...	...	8·27	Varying from 328 feet (100 metres) to 710 feet.

Remarks: The Nilgiri Railway Company was registered in February 1886 to acquire the concession granted to the Nilgiri-Rigi Railway Company, which had been formed in 1880 to construct a short line of steep gradient on the Rigi system. The line now required by the Government will, however, be of a more costly and elaborate character than that originally contemplated. The capital was raised in London in 1889.

The survey was started in August 1890, and the final location was completed early in 1892.

The Government of India guaranteed 3 per cent. during construction on the capital paid into the Government treasury, with a free grant of all land required for the railway and the works connected therewith.

The company went into liquidation in April 1894.

In February 1896 a new company was formed in London to purchase the line from the old company and to supply the capital required to complete it. Work recommenced in April.

The line was handed over to the Madras railway on the 7th September 1898 and opened for goods traffic on the 1st October, but owing to numerous slips the line was closed on the 29th October, and re-opened on 15th June 1899.

The line is worked by the Madras Railway under an agreement, the terms of which will be found in Appendix BB to Part II of the Railway Administration Report for 1898-99.

APPENDIX

Railways constructed and in

Metre gauge.

LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
LXIII	**The Gaekwar's Mehsána—**					
	Viramgám (40·50 miles from Ahmedabad on the Bombay, Baroda and Central India railway) *viá* Mehsána to Kherálu	67·94		Viramgám to Mehsána	1-2-91	40·21
	Mehsána to Pátan	24·69		Mehsána to Vadnagar	21-3-87	20·73
				Vadnagar to Kherálu	12-12-88	7·00
				Mehsána to Pátan	20-7-91	24·69
			92·63			92·63
LXIV	Hyderabad-Godavari Valley —			Manmad to Jalna—		
	Secunderabad to Manmad		384·28	For goods traffic	21-10-99	109·36
				For passenger traffic	7-12-99	
				Jalna to Sailu	7-12-99	44·87
						154·23
LXV	Kolhápur—					
	Kolhápur to Miraj (159·98 miles from Poona on the Poona branch of the Southern Mahratta railway)		29·07	Kolhápur to Miraj	21-4-91	29·07

D—*continued.*

progress on the 31st March 1900.

AND WORKED BY COMPANIES. **Metre gauge.**

Details of construction.	Remarks.
The line is constructed for a single track. The length from Mehsána to Kherálu is laid with steel rails, 41¼ lb. to the yard, on transverse steel trough sleepers. The ballast consists chiefly of earth with lengths of kunkur. The remainder of the line is laid with iron and steel rails, 40lb. and 41¼lb. to the yard, on deodar sleepers, except a mile on the Mehsána-Viramgám section, which is laid with steel trough sleepers. With slight exceptions it is fully ballasted. The line runs through an easy country, and there have been no engineering difficulties. The whole system was originally fenced with cactus; but this has, in several places, been entirely destroyed by floods and locusts, and what remains is much broken up. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The survey of the line from Mehsána to Vadnagar was undertaken in May 1884, and construction commenced in August 1886. The line was completed by the Bombay, Baroda and Central India Railway Company in March 1887. The funds for this branch were supplied by His Highness the Gaekwar of Baroda. The construction of an extension from Visnagar to Vijápur, which was sanctioned on the 18th April 1887, has been deferred for the present. The survey of the line from Vadnagar to Kherálu was commenced in April 1887 and the construction in June 1887. The extension was completed by the Bombay, Baroda and Central India Railway Company in December 1888. Surveys of branch lines from Mehsána to Viramgám and Pátan were carried out during the early part of 1889, and the construction of the lengths between Mehsána and Viramgám and Mehsána and Pátan was commenced in May and in November 1889, respectively. This line is worked by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix M to Part II of the Railway Administration Report for 1893-94.
The permanent-way will consist of 50lb. rails and steel and wooden sleepers. The steepest gradient will be 1 in 133·30 and aggregates 132·25 miles in length. The sharpest curve will have a radius of 1,432 feet. The following are the important bridges:— (Spans. feet.) Polang . . 7 of 40 Godavari . . 21 „ 60 Boalsa . . 6 „ 20′ arches. Moodkhaid . . 8 „ 15′ „ Astna . . 7 „ 80 Pandrea . . 6 „ 20′ arches. Thurna . . 3 „ 60 Poorna . . 13 „ 60 Narendi . . 3 „ 40 Rotigaon Nallah . 4 „ 40 Bor Nadi . . 3 „ 40 Dhykoo . . 5 „ 40 Sivna . . 6 „ 60 and 2 spans of 40′. Kam . . . 4 „ 40 Sukhna . . 5 „ 40 Lahouki . . 4 „ 40 Dudhna I . . 6 „ 40 Dudhna II . . { 3 „ 100; 1 „ 40 } Kasoora . . 4 „ 60	The construction of the line was sanctioned in January 1897, and is still in progress. The terms for construction and working will be found in Appendix BB to Part II of the Railway Administration Report for 1897-98.
This line is constructed for a single track. The rails are steel, 41¼ lb. to the yard, laid on steel sleepers. The ruling gradient is 1 in 100—11·03 miles being on this grade. There are no curves under a radius of 1,000 feet. The following important rivers are crossed:— Kistna, 14 spans of 60 feet girders. Panchganga, 10 „ 60 „ „ Udgaum Nulla, 10 „ 60 „ „	The commencement of work was authorized in February 1888. The necessary funds were provided by the Kolhápur Durbar, and the line is worked by the Southern Mahratta Railway Company under a special agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1891-92.

APPENDIX

Railways constructed and in

LINES OWNED BY NATIVE STATES

Metre gauge.

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
LXVI	**Yesvantpur-Mysore frontier—** Yesvantpur (363·25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier . .		51·35	Yesvantpur to Dodballapur .	15-12-92	19·93
				Dodballapur to Mysore frontier . . .	17-9-93	31·42
						51·35
LXVII	**Mysore-Nanjangúd—** Mysore, on the Mysore section of the Southern Mahratta railway, to Nanjangúd .	15·25		Mysore to Nanjangúd .	1-12-91	15·25
	Nanjangúd station to a point 0·55 mile nearer the town of Nanjangúd .	0·55	15·80	Nanjangúd station to Nanjangúd town . . .	12-7-99	0·55
						15·80
LXVIII	**Birur-Shimoga** Birur to Shimoga		38·50	Birur to Shimoga . .	1-12-99	38·50
LXIX	**Vijapur-Kalol—** Vijapur to Kalol		29·60			
LXX	**Shoranur-Cochin—** Shoranur (359·50 miles from Madras) to Ernakolum		64·68			
LXXI	**Tinnevelly-Quilon (Travancore) branch (Native State section)—**					
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (METRE GAUGE) .		762·77			381·58

D—*continued.*

progress on the 31st March 1900.

AND WORKED BY COMPANIES.

Metre gauge.

Details of construction.	Remarks.
The rails used are of the state railway type, weighing 50 lb. to the yard, on the Ghât section, 11 miles in length, and 41½ lb. to the yard on the remainder of the line. The sleepers are of Mysore teak throughout. On the Ghât section the ruling gradient is 1 in 89, and the sharpest curve of a radius of 603 feet; on the rest of the line the ruling gradient is 1 in 100, and the sharpest curve has a radius of 1,910 feet. The line is ballasted with broken stone in the cuttings, and sand and moorum in the banks. It is fenced throughout.	The line was sanctioned for construction in March 1890. It was constructed by the Mysore Government and made over to the Southern Mahratta Railway Company for working on the dates the sections were opened to traffic.
The country traversed is undulating and the line somewhat tortuous, the length of curves amounting to about 9·50 miles. The permanent-way consists of 41½ lb. steel rails of the standard metre gauge pattern laid on Mysore teak sleepers. The ruling gradient is 1 in 100. The line is partially fenced.	The construction of this line was commenced in September 1890 and completed in November 1891. It was purchased by the Mysore Government and made over to the Southern Mahratta Railway Company for maintenance and working on the 1st July 1892. The extension to Nanjangúd town was sanctioned on the 12th March 1897.
The line is constructed for a single track. The rails are steel 41½ lb. to the yard laid on Mysore teak sleepers. The country traversed is somewhat undulating and the length of curves amount to 8·20 miles. There are no curves under a radius of 1,500 feet. The ruling gradient is 1 in 89 for a length of 1·87 miles. There are also gradients of 1 in 90 for 8·28 miles. The important river crossed is the Bhadra by 11 spans of 60′ girders.	
The ruling gradient is 1 in 200, aggregating in length 1·36 miles. The sharpest curve has a radius of 4,524 feet. The line is to be laid with 41½ lb. steel rails, 24 feet long on deodar sleepers in kunkur ballast.	The survey of this line was carried out by the Bombay, Baroda and Central India Railway Company in 1896. The construction of the line was sanctioned in September 1899. The line is to be constructed for the Baroda Darbar by the Bombay, Baroda and Central India Railway Company.
The permanent-way will consist of 41½ lb. steel rails, flat-footed, and wooden sleepers, the latter being procured from the State forest. The ruling gradient is 1 in 80 (aggregating 16·40 miles) and the sharpest curve 955 feet radius. The following are the important bridges:— Spans. Ponnani river . . . 15 60′ girders. Palamkutta canal . . 1 60′ " Ditto . . 2 20′ " Canal . . . . 1 40′ " Karavarcad river . . 2 60′ " Kurumali " . . 4 60′ " Kosurupalam thodu . . 2 40′ " Chalakudi river . . 4 80′ " Angamali " . . 3 60′ " Chengal thodu . . 2 40′ " Alway river branch . . 3 80′ " Alway river . . . 9 80′ " Drainage channel . . 1 60′ " Edapally " . . 1 60′ " Backwater canal . . 1 60′ " Ditto . . 1 100′ "	The survey of this line for a standard gauge line was carried out by the Madras Railway in 1894. The re-alignment for a metre-gauge line was made by the Madras Railway in 1899, and the construction was sanctioned on the 28th April 1899, and the work started in November 1899.
	For details please see XLVI—South Indian.

APPENDIX

Railways constructed and in

LINES OWNED AND

Metre gauge.

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
LXXII	**Jodhpur-Bikaner—**					
	Marwar Railway Junction (218·00 miles from Ahmedabad on the Rajputana-Malwa railway) *viá* Lúni and Merta Road Junctions to Kuchâman Road, including the new approach to Kuchâman Road (374·00 miles from Ahmedabad on the Rajputana-Malwa railway)	201·00		Marwar Railway Junction to Marwar Páli—		
				For goods traffic	24-6-82	19·00
				For passenger traffic	27-7-82	
	Lúni Junction to Pachpadra	60·00		Marwar Páli to Lúni Junction	17-6-84	25·00
	Merta Road Junction to Bikaner	103·00		Lúni Junction to Jodhpur	9-3-85	20·00
				Jodhpur to Merta Road	8-4-91	64·00
				Merta Road to Kuchâman Road	13-3-93	73·00
	Balotra-Jodhpur frontier section—		364·00	Lúni Junction to Pachpadra	22-3-87	60·00
				Merta Road to Nágour	16-10-91	35·00
	Balotra to the Jodhpur frontier in the Jodhpur state		135·00	Nágour to Bikaner	9-12-91	68·00
				Bikaner to Dulmera	2-6-98	42·00
	Bikaner-Suratgarh extension—			Balotra to Barmer	15-5-99	60·00
				Gigasar to Palana—		
	Bikaner *viá* Khari to Bhatinda in the Bikaner state		202·00	For goods traffic	26-6-99	9·50
	Gigasar to Palana coal siding		9·50			
	TOTAL		710·50	TOTAL OPEN MILEAGE		475·50
LXXIII	**Udaipur-Chitor—**			Berach near Chitorgarh to Debari near Udaipur	1-8-95	60·39
	From Berach near Chitorgarh (550·75 miles from Bombay *viá* the Godhra-Rutlam-Nágdá railway) *viá* Debari to the Ahr river near Udaipur		67·30	Separate station at Chitorgarh	15-8-98	0·47
				Debari to Udaipur	25-8-99	6·44
				TOTAL OPEN MILEAGE		67·30

D—*continued.*

progress on the 31st March 1900.

WORKED BY NATIVE STATES.

Metre gauge

Details of construction.	Remarks.
This is mainly a surface line and the works are very light. Excepting the length between Marwar Junction and Jodhpur, the permanent-way consists of 36lb. steel rails mostly laid on steel trough sleepers. From Jodhpur to Marwar Páli the line was originally laid with old 36lb. iron rails on jungle wood sleepers. The latter have all been replaced by deodar sleepers, while the former are now being gradually replaced by 41¼lb. steel rails. Beyond Marwar Páli second-hand rails were originally laid on creosoted pine sleepers, which have for the most part been renewed by deodar, except for the last 3 miles, where a new approach has been lately constructed with new 41¼lb. steel rails laid on steel sleepers. The line between Balotra and Barmer is laid on 50lb. steel rails and steel sleepers. Permanent-way between Luni Junction and Balotra is being relaid by similar rails and pine sleepers. The line is thoroughly ballasted throughout. On the greater portion of the line the ballast consists of coarse sand and small kunkur; but on the Merta Road-Kuchâman Road section it is chiefly broken stone, marble and kunkur. There is a telegraph line on the entire length, except from Balotra to Pachpadra and from Bikaner to Dulmera. With the exception of a few stations, the line is practically unfenced. There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient is 1 in 150, of which there are 39 in number aggregating 18·89 miles in length. The permanent-way on the Bikaner-Suratgarh extension consists of 36lb. steel rails and deodar and steel trough sleepers weighing 69lbs. each. The ruling gradient is 1 in 150, of which there are 38 in number, aggregating 15·73 miles in length.	The line has been constructed at the expense of, and is worked by, the Jodhpur and Bikaner States. The section up to Luni Junction was sanctioned in 1883 and the extension to Jodhpur in 1884. The line from Jodhpur to Bikaner was sanctioned in 1890. The Luni-Pachpadra section was sanctioned in 1885 and that from Metra Koad to Kuchaman Road in July 1891. On the completion of the line to Bikaner the name "Jodhpur-Bikaner railway" was given to the entire system. Sanction to construct the Sadhipalli-Balotra railway was given in August 1897. The Balotra-Jodhpur frontier section is being constructed by the Jodhpur Durbar. Of this section the line between Balotra and Barmer is finished and was opened on 15th May 1899. Beyond Barmer the earthwork is practically complete. Most of the culverts and stations and quarters have been built. Most of the ballast has been collected. Plate-laying was finished in March. The Bikaner-Dulmera extension was sanctioned for famine relief purposes in December 1895. Work was commenced on the 26th February 1896. The Dulmera-Suratgarh section was sanctioned in December 1897. The earthwork is nearly completed. The stations and staff quarters are in progress. The Suratgarh-Bhatinda section was sanctioned in July 1899.
The works on the Berach-Debari section are comparatively light, the largest bridge being 8 spans of 20 feet situate on an open straight road over the Baila nullah, mile 8¼. The permanent-way consists of 41¼lb. flat-footed steel rails, 30 feet long, laid on deodar sleepers, with broken stone ballast. The whole line is unfenced. The steepest gradient is 1 in 100 for a length of 0·84 mile (including compensation for curves the length is 1·17 miles) between miles 58 and 60, and the sharpest curve is of 1,146 feet radius, and is 0·54 mile in length. On the extension from Debari to the Ahr river near Udaipur the works are heavier—there being a tunnel 300 feet long. The permanent-way will be the same as on the Berach-Debari section. The steepest gradient is 1 in 100, aggregating 0·96 mile between miles 61 and 62. The sharpest curve has a radius of 820 feet and is 0·16 mile in length, and occurs at the 61st mile post.	The line was constructed at the expense of the Mewar Durbar. It was sanctioned for construction in February 1894. The line was worked by the Bombay, Baroda and Central India railway up to the 31st December 1897, when the working was taken over by the Mewar Durbar. Work on this section commenced in January 1898.

APPENDIX

Railways constructed and in

LINES OWNED AND

Metre gauge.

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			
LXXIV	**Bhávnagar-Gondal-Junágad-Porbandar—**					
	Bhávnagar Bandar to Wadhwán Junction	105·20		Bhávnagar to Wadhwán .	20-12-80	(a) 105·20
	Dhola Junction (32·00 miles from Bhávnagar Bandar) to Porbandar Bandar	158·79		Dhola to Dhoráji .	19-1-81	88·37
				Dhoráji to Porbandar .	17-12-89	(b)69·44
				Porbandar to Porbandar Bandar— For goods traffic .	15-3-90	0·98
	Jetalsar Junction (112·00 miles from Bhávnagar Bandar) to Verával Bandar, including 2·33 miles of Junágad quarry line .	69·85		Jetalsar to Junágad .	1-9-88	16·00
				Junágad to Verával (including Junágad quarry line) . . .	1-2-89	(c) 53·55
				Verával to Verával Bandar— For goods traffic .	1-12-90	0·30
			333·84	TOTAL OPEN MILEAGE .		333·84
LXXV	**Jetalsar-Rájkot—** Jetalsar Junction to Rájkot (point of junction with the Morvi railway) . .		46·23	Jetalsar Junction to Rájkot .	12-4-93	46·23
LXXVI	**Jámnagar—**					
	Rájkot Junction with the Bhávnagar-Gondal-Junágad-Porbandar and Morvi railways (46·23 miles from Jetalsar on the Jetalsar-Rájkot railway) to Jámnagar . .		(d)54·28	Rájkot Junction to Jámnagar .	8-4-97	50·29
				Jámnagar to Bedi Bandar— For goods traffic . .	8-4-97	3·99
				TOTAL OPEN MILEAGE .		54·28

(a) Of this, the Bhávnagar dock estate line, 0·37 mile, is worked for goods traffic only.
(b) Of this, the Porbandar Dock estate line, 1·35 miles, is worked for goods traffic only.
(c) Of this, the Junágad quarry line, 2·35 miles, and Junágad Dock estate line, 0·30 mile, is worked for goods traffic only.

D—*continued.*

progress on the 31st March 1900.

WORKED BY NATIVE STATES. Metre gauge.

Details of construction.	REMARKS.
The lines from Bhávnagar to Wadhwán and Dhola to Dhoráji have been constructed for a single track with 41¼lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers. The ruling gradient is practically 1 in 200, but there is a short length (0·21 mile) of 1 in 100 at mile 72. The ruling gradient on the Jetalsar-Veravál section is 1 in 150. The permanent-way consists of 41¼lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers. The permanent-way on the Dhoráji-Porbandar section consists of 41¼lb. flat-footed steel rails, laid on steel transverse sleepers. The ruling gradient is 1 in 200. With the exception of one or two short lengths ballasted with kunkur, the line is laid with a good section of well-broken stone ballast. The whole line is practically unfenced. There are no curves under a radius of 1,000 feet.	The dates of orders for survey and construction of the Bhávnagar-Gondal section are 11th March 1878 and 19th March 1879, respectively. The line has been constructed for the Native states by the British Government, and is worked under the direction of a Board of Control consisting of representatives of each of the proprietary states. The revised agreement came into force on the 1st January 1897 and will be found in Appendix Y to Part II of the Railway Administration Report for 1897-98. The portions from Bhávnagar to Wadhwán on the north, and from Dhola as far as Dhasa on the west, have been constructed from the revenues of the Bhávnagar State, and that from Dhasa to Dhoráji from the revenues of the Gondal State. The survey of the Jetalsar-Verával section was ordered on the 3rd October 1885 and the construction on the 24th December 1886. The line has been constructed at the expense of the Junágad State, within whose territory it lies. The survey of the Dhoráji-Porbandar section was sanctioned on the 1st November 1886 and commenced in March 1887. The construction was sanctioned on the 24th January 1888. The line has been constructed at the joint expense of the Gondal and Porbandar States under an agreement by which the Gondal section above referred to also became the joint property of these two States.
The permanent-way consists of 41¼lb. rails, laid partly on steel trough and partly on creosoted pine sleepers. The ballast used is of broken stone. The steepest gradient is 1 in 67 for a length of about 0·07 mile between mileages 4 and 5 from Jetalsar, about a third of the line being on a grade of 1 in 200. There is also a small curve (about 0·01 mile long) under a radius of 1,000 feet, *viz.*, 955 feet between mileages 45 and 46 from Jetalsar. The line is unfenced, except between Rájkot Para and Rájkot Junction.	The construction of this line was sanctioned in February 1892. The line has been constructed for the Native States by the Bhávnagar-Gondal-Junágad-Porbandar Railway and is worked by it under the direction of a Board of Control consisting of representatives of each of the proprietary states.
The permanent-way consists of 41¼lb. steel flat-footed rails laid on creosoted pine and deodar sleepers. The steepest gradient is 1 in 100 for a length of 0·19 mile at mile 16 from Rájkot. There are no curves under a radius of 1,000 feet. The line is unfenced, except at the approaches to the Victoria bridge, near Jámnagar, and the south side of the Jámnagar station yard. The ballast consists of moorum on banks, and of stone in cuttings.	This line was sanctioned in October 1893. Work was commenced in January 1890 and completed on the 7th April 1897. The line has been constructed at the expense of the Jámnagar state by the Bhávnagar-Gondal-Junágad-Porbandar Railway, and is worked by it under the direction of a Board of Control consisting of representatives of each of the proprietary states. The agreement will be found in Appendix Z to Part II of the Railway Administration Report for 1897-98.

APPENDIX

Railways constructed and in

LINES OWNED AND

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	
LXXVII	**Dhrángadra**— Wadhwan junction with the Bhávnagar-Gondal-Junágad-Porbandar, Bombay, Baroda and Central India and Morvi railways (104 miles from Bhávnagar on the Bhávnagar-Gondal-Junágad-Porbandar railway) to Dhrángadra	20·83	Wadhwan Junction to Dhrángadra— For goods traffic . . 1-6-98 } 20·83 For passenger traffic . 25-6 98 }
LXXVIII	**Jaipur**— Sanganer to Siwai Madhopur in the Jaipur state	72·85	
	TOTAL LINES OWNED AND WORKED BY NATIVE STATES (METRE GAUGE)	1,305·83	997·98

D—*continued.*

progress on the 31st March 1900.

WORKED BY NATIVE STATES.

Metre gauge.

Details of construction.	Remarks.
The permanent-way consists of steel flat-footed rails, weighing 41¼lb. to the yard, laid on deodar sleepers. The line is unfenced. There are no curves under a radius of 1,000 feet. The ruling grade is 1 in 175.	The construction of this line, sanctioned in December 1897, was carried out at the expense of the Dhrángadra state by the Bhávnagar-Gondal-Junágad-Porbandar railway administration, and is worked by it under the direction of a Board of control consisting of representatives of each of the proprietary states.
The permanent-way as at present proposed will consist of 41¼lb. rails and creosoted pine sleepers; and the ballast of broken stone or kunkur as found most economical. The ruling gradient will be 1 in 200 situated between Sanganer station and mile 4·20. The sharpest curve on the line will be of 2°, compensated aggregating 0·59 miles in length.	The line was sanctioned in December 1897, and the commencement of work in February 1898. The funds for its construction will be supplied by the Jaipur state.

APPENDIX

Railways constructed and in

Metre gauge.

FOREIGN

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
		Miles.			Miles.
LXXIX	**West of India Portuguese—** Mormugao on the west coast to the Portuguese frontier (junction with the Southern Mahratta railway)	51·00	Mormugao to Sonauli . .	17-1-87	41·00
			Sonauli to the Portuguese frontier	3-2-88	10·00
			TOTAL OPEN MILEAGE .		51·00
LXXX	Pondicherry— Left bank of the Gingee river (French frontier) or (16·48 miles from Villupuram on the Pondicherry branch, South Indian railway) to Pondicherry	7·80	Left bank of the Gingee river to Pondicherry	15-12-79	7·80
LXXXI	Káraikkal-Peralam— Peralam (186·58 miles from Madras on the Máyavaram-Mutupet railway) to the French port of Káraikkal	14·65	Peralam to Káraikkal . .	14-3-98	14·65
	TOTAL FOREIGN LINES .	73·45			73·45

D—*continued.*

progress on the 31st March 1900.

LINES. **Metre gauge.**

Details of construction.	Remarks.
The first 38 miles up to Collem station, on which the ruling gradient is 1 in 100, are constructed for a single line as regards the earthwork and iron superstructure, but for a double line as regards all bridges and culverts, and the remaining 13 miles with a maximum gradient of 1 in 40 for a double line of rails. The permanent-way throughout is of the 62lb. State Railway type with 10 sleepers to the rail. The sleepers used are creosoted pine, sâl, teak and jamba. The locomotives are of one type, weighing 43½ tons when loaded. Two suffice to take a train up the Ghâts. On the Ghâts there are 12 tunnels and 2 covered ways, and the masonry works are very heavy. The total work on the Ghât incline is not much less than that on the Bhore Ghât on the Great Indian Peninsula railway. The length and situation of gradients up to $\frac{1}{100}$, and of curves under a radius of 1,000 feet are detailed below:	The West of India Portuguese line has been undertaken by a company, under a guarantee given in April 1881 by the Portuguese Government. It extends from Mormugao, in the Portuguese settlement of Goa, to the Portuguese frontier. Work was commenced on the 22nd February 1882 and the harbour and line to the 41st mile were opened for public traffic on the 17th January 1887.

Section of line.	Length of gradients.			Length of curves under a radius of 1,000 feet.	
	$\frac{1}{40}$ and less.	$\frac{1}{41}$ to $\frac{1}{80}$.	$\frac{1}{81}$ to $\frac{1}{100}$.	720 feet radius.	800 feet radius.
	Miles.	Mile.	Miles.	Mile.	Miles.
Mormugao harbour to mile 1	...	...	...	0·15	0·41
Collem to frontier—					
Between 41 and 51 miles	12·42	...	...	...	5·80
Between 30·50 and 40·50 miles	...	0·55	...	...	...
Between 2·50 and 39·50 miles	...	...	12·18	...	...

Details of construction.	Remarks.
The line is single and is laid with 40lb. iron rails on wooden sleepers, except on the approaches to and over the Gingee bridge, where 50lb. bull-headed steel rails on pot sleepers and 56lb flat-footed steel rails have been respectively adopted. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	This line was undertaken by the Pondicherry Railway Company, Limited, under a concession made by the French Government. It was sanctioned for construction in June 1878. This line is worked and maintained by the South Indian Railway Company under an agreement. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—*vide* Appendix Z to Part II of the Railway Administration Report for 1894-95.
The line traverses an easy country partly in British and partly in French territory. There is no water-way of any importance, and the only large bridge is one of 3 spans of 25-feet girders over the river Wanjiar. The rails are of steel flat-footed, 41¼lb. to the yard, laid on pyinkado sleepers. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The construction of this line, which was sanctioned in July 1895, was carried out by the South Indian Railway Company from funds provided by the French Government and is worked through the agency of that Company.

APPENDIX

Railways constructed and in

STATE LINE

Special gauges.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	
LXXXII	**Raipur-Dhamtari Feeder line (Bengal).**		
	2′ 6″ GAUGE.		
	Raipur (187·52 miles from Nágpur) to Dhamtari . . . . . 45·45		
	Branch— Abhanpur (17·00 miles from Raipur) to Rajim (*Rajim branch*) . . . 10·28		
	TOTAL .	55·73	
	TOTAL STATE LINE WORKED BY COMPANY (SPECIAL GAUGE)	55·73	

D—*continued.*

progress on the 31st March 1900.

WORKED BY COMPANY.

Special gauges.

Details of construction.	Remarks.
The line will be laid with 31lb. flat-footed steel rails and timber sleepers.	The survey was ordered in September 1896 and completed in March 1897. Construction of portions of the line finally surveyed was sanctioned on the 3rd March 1897. The line when open will form an integral part of the Bengal-Nágpur railway.

APPENDIX

Railways constructed and in

Special gauges. STATE LINE WORKED

No.	Name of line and mileage sanctioned.		Total mileage	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
LXXXIII	Jorhát— 2′ 0″ GAUGE.					
	Main line—			*Main line—*		
	Gosáigáon to Titábar . . .	18·25		Gosáigáon to Jorhát—		
	Alternative cold weather section to steamer ghât . . .	2·75		For goods traffic .	15-12-84	7·00
				For passenger traffic .	17-10-85	
				Jorhát to Dhali river—		
				For goods traffic .	15-12-84	9·50
				For passenger traffic .	26-2-88	
	Mariani branch—			Dhali river to Titábar .	16-7-87	1·75
	Chenimara to Mariani . . .	7·00		Alternative cold weather section to steamer ghât	25-11-89	2·75
						21·00
				Mariani branch—		
				Chenimara junction to Mariani—		
				For goods traffic . .	7-1-85	7·00
				For passenger traffic .	26-2-88	
	TOTAL .		28·00	TOTAL OPEN MILEAGE .		28·00

D—*continued.*

progress on the 31st March 1900.

BY THE STATE. **Special gauges.**

Details of construction.	REMARKS.
This line, excepting the alternative cold weather section, is laid with steel rails, 18lb. to the yard, Vignole's pattern, on uriam sleepers. The extension to Titábar and the branch to Mariani are laid on the existing roads. The alternative cold weather section from Gosáigáon to the steamer ghât is laid with steel rails, 14lb. to the yard, Fowler's patent. The steepest gradient is 1 in 190. The sharpest curve has a radius of 480 feet and is 468 feet in length.	This line was constructed out of provincial revenues for the convenience of the numerous tea gardens in the neighbourhood of Jorhát. The extension to Titábar, with a branch along the Hatigarh Ali to Mariani, was sanctioned on the 13th September 1883.

APPENDIX

Railways constructed and in

STATE LINES WORKED

Special gauges.

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
LXXXIV	**Cherra-Companyganj—**					
	2′ 6″ GAUGE.					
	Companyganj to Thariághât . .	7·50		Companyganj to Thariághât	16-6-86	7·50
	Thariághât to Komora limestone quarry	0·50		Thariághât to Komora limestone quarry . . .	1-1-90	0·50
			8·00	TOTAL OPEN MILEAGE .		8·00
LXXXV	Nowshera-Dargai—					
	2′ 6″ GAUGE.					
	Nowshera to Dargai		41·90			
	TOTAL STATE LINE WORKED BY THE STATE (SPECIAL GAUGE)		77·90			36·00

D—*continued.*

progress on the 31st March 1900.

BY THE STATE.

Special gauges.

Details of construction.	Remarks.
This line is cross-sleepered. The rails are steel, Vignole's pattern, 25lb. to the yard. With the exception of 0·50 mile near Therria, laid with wooden sleepers, the sleepers are steel, having a central corrugation with the convexity laid downwards. The rail is fastened by a tie and clips. The sleepers are 45 inches long, 8 to each rail of 21 feet. The line from Thariághât to Komora is laid with 18lb. steel rails on wooden sleepers. The steepest gradient on this line is 1 in 42·30 for a length of 1,250 feet; there are seven curves under a radius of 1,000 feet; their aggregate length is 3,910 feet and their radii vary from 350 to 800 feet. A quarry extension, about half a mile in length, is laid with 18lb. steel rails on wooden sleepers on a gradient of 1 in 100.	The line was closed on the 27th March 1899 owing to flood damages. A fair weather surface line was opened for goods traffic on the 3rd January 1900.
The permanent way will consist of flat-footed steel rails, 35lb. to the yard, laid on deodar sleepers and fully ballasted. The country is easy, the ruling gradient being 1 in 100 and the sharpest curve 12° or 477′ radius. The only important engineering works are the bridges over the Bhagiara and Lakhora nullas. The former will consist of one span of nearly 100′, one of 60′ and one of 40′; the latter of two of nearly 100′ and two of 40′. The line will not be fenced.	

APPENDIX

Railways constructed and in

ASSISTED

Special gauges.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
LXXXVI	**Darjeeling-Himalayan—** 2′ 0″ GAUGE. Siliguri [328 miles from Sealdah (Calcutta)] on the Northern section of the Eastern Bengal State railway to the Darjeeling bazar .	51·00	Siliguri to Kurseong . . 23-8-80 31·75 Kurseong to Sonáda . . 1-2-81 9·50 Sonáda to Ghúm . . 5-4-81 5·87 Ghúm to Darjeeling . . 4-7-81 3·63 Darjeeling to the Darjeeling bazar . . . 16-6-86 0·25 TOTAL OPEN MILEAGE . 51·00
LXXXVII	**Bársi Light—** 2′ 6″ GAUGE. Bársi Junction [234 miles from Bombay (Victoria terminus) on the Great Indian Peninsula railway] to the town of Bársi 21·75 Barsi Junction to Pandharpur . . 33·16	54·91	Bársi Junction to the town of Bársi— For goods traffic . 1-3-97 } 21·75 For passenger traffic . 19-3-97 }
LXXXVIII	**Howrah-Amta—** 2′ 0″ GAUGE. Telkul ghât (Howrah) to Amta . . 27·19 Bárgachia to Jagatbalabpur (*Branch*) . 1·50	28·69	Telkul ghât (Howrah) to Dumjur 1-7-97 9·20 Dumjur to Bárgachia . . 2-10-97 5·87 Bárgachia to Maju . . . 4-5-98 5·50 Maju to Amta . . . 1-6-98 6·62 27·19 *Branch—* Bárgachia to Jagatbalabpur . 2-10-97 1·50 TOTAL OPEN MILEAGE . 28·69

D—*continued.*

progress on the 31st March 1900.

COMPANIES. Special gauges.

Details of construction.	Remarks.
The line is single throughout. The road has almost continuous curves and windings as it passes across the mountains. Of curves with radii varying from 60 feet (the sharpest) to 1,000 feet, there is a total length of 35·55 miles throughout the line. Of gradients there are 40·69 miles of 1 in 50 and less; 1·68 miles of 1 in 51 to 1 in 80; and 0·45 mile of 1 in 81 to 1 in 100—the steepest being 1 in 25·76 up-hill. The line, which was originally laid with iron rails, 30lb. to the yard, on the plains portion, has been re-laid with iron rails 40lb. to the yard. Steel rails, 41¼lb. to the yard, are laid on the hill portion. Of the Terai, 2·50 miles have been renewed with 41¼lb. steel rails. Sâl, oak, and chestnut sleepers are in use, but are being gradually renewed with sâl only under 41¼lb. rails. The line is now ballasted up to the 9th mile, a portion of this length near Siliguri being laid with sand. Elsewhere the ballast is of gravel. Half the width of the cart road has been reserved for cart and other traffic.	The line was originally known as the Darjeeling steam tramway, and was constructed by a private company with a provincial guarantee from the Government of Bengal that the gross receipts shall be made up to R2,00,000 per annum.
The line has been laid on the existing provincial road, which, with its earthworks, cuttings, and bridges, was constructed by the Government of Bombay in 1870 for the purposes of a light railway with maximum gradients not exceeding 1 in 100, and with curves suitable for the alignment of a railway. In practice the gradients were found to be as steep as 1 in 70, and not one bridge on the road would carry the rolling-stock, hence all have had to be strengthened.	This line was sanctioned for construction as a steam tramway in December 1892. But owing to the promoters having appealed to the Secretary of State against certain provisions of the order authorizing the construction, fresh negotiations were opened with them in London, and it was at length settled that the line should be designated a light railway to be worked under the provisions of the Indian Railways Act, IX of 1890. The contract, which was executed on the 1st August 1895, will be found in Appendix J to Part II of the Railway Administration Report for 1895-96. Construction commenced on the 1st January 1896. In December 1897, the terms for the construction of the Barsi Road-Pandharpur extension were accepted by the Barsi Light Railway Company, and orders issued for the preparation of the complete project and estimates for the extension. The earthwork has been thrown up as a measure of famine relief. The Barsi Light Railway Company have recently carried out a detailed survey for an extension of their railway from Barsi to Tadvalla, a distance of about 29 miles. The construction of this extension has yet to be sanctioned—meanwhile the earthwork is being thrown up as a measure of famine relief.
The permanent-way consists of steel rails, Vignole's pattern, 25lb. to the yard, laid on cross sleepers of pynkado. There are no large bridges, but some important culverts and various minor bridges, the longest of which is 9 spans of 19 feet 6 inches at Gujerpore near Amta. The sharpest curve, sanctioned specially for the Town of Howrah, is of 144 feet radius, and the ruling gradient 1 in 100. All these grades are on the approaches to canal bridges requiring plenty of headway for boats, and none of them are over 600 feet in length. The line is ballasted throughout but not fenced.	The line has been constructed by the Howrah-Amta Light Railway Company, Limited. It was sanctioned for construction in March 1895. The line, with occasional diversions, the longest of which are one ¾ of a mile long in the 3rd mile and another of 3 miles from Bárgachia to Munshir Hât 16th to 19th miles, follows the Howrah-Amta road. At Bárgachia there is a branch line to Jagatbalabpur laid upon the main road. The District Board of Howrah have guaranteed a subsidy of R1,100 per mile per annum, limited to a maximum annual payment of R28,000 per annum.

APPENDIX

Railways constructed and in

ASSISTED

Special gauges.

No.	Name of line and mileage sanctioned.	Miles.	Total mileage. Miles.	Date of opening for public traffic.		Miles.
LXXXIX	**Howrah-Sheakhalla—**					
	2′ 0″ GAUGE.					
	Kadamtolla* junction with the Howrah-Amta railway, 1·87 miles from Telkul ghât (Howrah) to Sheakhalla .	17·38		Kadamtolla to Chanditolla .	2-8-97	8·88
				Chanditolla to Kistrampur .	10-9-97	3·75
				Kistrampur to Sheakhalla .	7-11-97	4·75
						17·38
	Chanditolla to Janai (*Branch*) . .	2·37		Chanditolla to Janai (*Branch*) .	5-5-98	2·37
			19·75	TOTAL OPEN MILEAGE .		19·75
XC	**Ránaghat-Krishnagar—**					
	2′ 6″ GAUGE.					
	Right bank of the Churni river (Aistalaghat) near Ránaghat (45·50 miles from Sealdah) on the eastern section of the Eastern Bengal State railway to the left bank of the river Jalangi at Krishnagar		20·25	Right bank of the Churni river (Aistalaghat) near Ranaghat to Krishnagar	5-4-99	20·25
XCI	**Tárakeshwar-Magra—**					
	2′ 6″ GAUGE.					
	Tárakeshwar (terminus of the Tarkessur railway) to Magra, a station on the East Indian railway		31·12	Tárakeshwar to Basua .	7-11-94	12·50
				Basua to Magra . .	8-3-95	18·62
				TOTAL OPEN MILEAGE .		31·12
XCII	**Tezpore-Bálípárá—**					
	2′ 6″ GAUGE.					
	Tezpore ghât to Bálípárá		20·10	Tezpore ghât to Bindukuri—		
				For goods traffic . .	9-8-94 }	8·10
				For passenger traffic .	1-9-95 }	
				Bindukuri to Bálípárá .	1-9-95	12·00
				TOTAL OPEN MILEAGE .		20·10
XCIII	**Kalka-Simla—**					
	2′ 0″ GAUGE.					
	Kalka to Simla		58·00			
	TOTAL ASSISTED COMPANIES (SPECIAL GAUGES)		283·82			192·66

* Excluding the Howrah-Kadamtolla section of the Howrah-Amta railway [illegible]

D—continued.

progress on the 31st March 1900.

COMPANIES.

Special gauges.

Details of construction.	REMARKS.
The permanent-way consists of steel rails, Vignole's pattern, 25lb. to the yard, laid on cross sleepers of pyinkado. There are no large bridges, and the ruling gradient (only on bridge approaches) is 1 in 100, and the sharpest curves, sanctioned specially for Howrah town, are of 144 feet radius. The line is ballasted throughout but not fenced.	The line was sanctioned for construction in March 1895. It has been constructed by the Howrah-Sheakhalla Light Railway Company, Limited. The line follows the Howrah-Sheakhalla road. At Chanditollah there is a branch line to Janai laid along the main road. The District Board have guaranteed a subsidy of R950 per mile per annum.
The permanent-way consists of 25lb. steel rails, Vignole's pattern, and cross sleepers of pyinkado, 9 per rail of 24 feet. The old embankment of the Ranaghat-Bhagwangola railway, started as a famine relief work, has been utilized as far as possible. There are no bridges of over 20 feet span, but some of them are very high so as to provide plenty of waterway during the floods. The sharpest curve is of 600 feet radius and the ruling gradient 1 in 300. The line is ballasted throughout but not fenced.	The line has been constructed by the Ránaghat-Krishnagar Light Railway Company, Limited. It was sanctioned for construction in December 1895. A siding, 1·50 miles long, has been constructed by the Eastern Bengal State railway on the standard gauge, and runs from the Ránaghat station to the left bank of the Churni and connects with the tramway, by a ferry worked by the Eastern Bengal State Railway. The District Board of Nuddea have guaranteed a net annual profit of R1,473, limited to a maximum claim of R28,000 per annum.
The line is single throughout. The permanent-way consists of flat-bottomed steel rails, weighing 30lb. to the yard, laid on patent steel sleepers for 10 miles and pyinkado wood sleepers for the remainder, over 6 inches of sand ballast with brick boxing. The bridging on the line is of a simple character. Girders, built or rolled, have been provided for the important water-ways, smaller openings being covered with timber tops, arches and stoneware pipes. The line is partially fenced. There are no gradients of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, *viz.*, 955 feet, the length of which is 14·38 chains.	The line has been constructed and is owned and managed by the Bengal Provincial Railway Company, Limited. An extension of about 2·50 miles from the Magra terminus to Tribeni ghât has been surveyed, but the undertaking of the project has for the present been postponed.
The permanent-way consists of flat-bottomed steel rails weighing 30lb. to the yard, laid on wooden sleepers 2,200 to the mile. The line is unballasted and is single throughout. The ruling gradient is 1 in 125 of which there are 4 in number aggregating 1·10 miles. The narrowest curves between stations are two of 500 feet radius on the first mile for lengths of 294 feet and 450 feet respectively. In station yards the minimum radius is 300 feet.	The commencement of work was provisionally authorized by the Administration of Assam in 1893, but the line was not formally sanctioned till October 1894, and the final Tramway Order was gazetted on the 1st June 1895.
The permanent-way will be 41lb. steel flat-bottomed rails on wooden sleepers with a ruling grade of 3 per cent. occurring frequently throughout the whole length.	The line is being constructed by the Kalka-Simla Railway Company, Limited. Construction of the Kalka-Dharmpore section was sanctioned on the 22nd March 1900 and work is in progress. Detailed surveys of sections north of Dharmpore are still in hand.

APPENDIX

Railways constructed and in

Special gauges.

LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
XCIV	Gwalior-Light—					
	2′ 0″ GAUGE.					
	Gwalior to Sipri	(a) 73·81		Gwalior to Sipri, . .	2-12-39 .	73·81
	Gwalior to Bhind	(b) 52·33		Gwalior to Bhind, .	2-12-99 .	52·33
			126·14	TOTAL OPEN MILEAGE	.	126·14

(a) Including 1·37 miles of His Highness the Maharaja Scindia's private line.
(b) Including 8·06 miles of His Highness the Maharaja of Scindia's private line.

D—*continued.*

progress on the 31st March 1900.

AND WORKED BY COMPANIES. **Special gauges.**

Details of construction.	REMARKS.
The Gwalior-Sipri line will, for the most part, be laid on the berm of the Grand Trunk, Agra-Bombay Road, but at parts a new alignment is necessitated by the very heavy ghâts. The total rise, Gwalior to Sipri, is some 1,000 ft. Existing road bridges are made use of where possible. The ruling gradient is 1 in 40, and the sharpest curve in station yards 200 feet radius. The sharpest curve out of stations is 400 feet radius and this occurs but seldom, and not on the limiting grade. There are 1·17 miles on the ruling grade situated in the 18th and 19th miles The formation width of banks is 12 feet and in cutting 13 feet. The permanent-way consists of 30lb. steel rails laid on 41lb. steel trough sleepers, Indian State Railway pattern. The line is ballasted throughout.	The line was sanctioned for construction in March 1897 as a famine work.
The Gwalior-Bhind section is an extension of His Highness the Maharaja of Scindia's private line, 8·06 miles of which are made use of. The country is easy and bridging light. The ruling grade is 1 in 144 and the sharpest curve out of stations 955 feet radius. The ruling grade extends for 1·14 miles situated at mile 14. The formation width of banks is 12 feet and in cutting 13 feet. The permanent-way consists of 30lb. flat-footed steel rails laid on sâl sleepers. The line is ballasted throughout.	Work on this section was started as famine relief in March 1897.

APPENDIX

Railways constructed and in

Special gauges. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XCV	**The Gaekwar's Dabhoi—** 2′ 6″ GAUGE. Miyágám [228·75 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] to Dabhoi . . . . . . 20·00 Dabhoi to Báhádarpur . . . 9·64 Báhádarpur to Bodeli . . . 12·77 Dabhoi to Chándod . . . 10·62 Dabhoi to Vishvámitri . . . 18·63 Vishvámitri to Padra . . . 7·14	78·80	Miyágám to Dabhoi . . 8-4-73 20·00 Dabhoi to Chándod . . 15-4-79 10·62 Dabhoi to Báhádarpur . . 17-9-79 9·64 Dabhoi to Goya Gate . . 1-7-80 } 18·63 Goya Gate to Vishvámitri . 24-1-81 } Báhádarpur to Bodeli . . 16-6-90 12·77 Vishvámitri to Padra . . 1-7-97 7·14 TOTAL OPEN MILEAGE . 78·80
XCVI	Rajpipla— 2′ 6″ GAUGE. Anklesvar [198 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] *viá* Raj-Párdi to Naudod	37·37	Anklesvar to Raj-Párdi . 1-7-97 19·03 Raj-Párdi to Umalla . . 19-1-99 4·95 Umalla to Amletha . . 1-5-99 7·85 Amletha to Nandod . . 20-7-99 5·54 TOTAL OPEN MILEAGE . 37·37
XCVII	Rewah— 2′ 6″ GAUGE. Rewah to Sutna	31·81	
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (SPECIAL GAUGE) .	274·12	242·31

D—*continued.*

progress on the 31st March 1900.

AND WORKED BY COMPANIES.

Special gauges.

Details of construction. / **Remarks.**

Details of construction.

The line was originally laid with iron rails weighing 30lb. to the yard for 20 miles, and with steel rails weighing 30lb. and 31lb. to the yard for 39·25 miles and 12·50 miles, respectively, on wooden sleepers with sand ballast. The renewals are being made with steel rails, about 11·30 miles having been renewed with 31lb. steel rails. The line from Vishvamitri to Padra is laid with 31lb. steel rails and wooden sleepers with sand ballast. The width at formation level is 12 feet. The entire line is on an embankment. There are a few small bridges, some of one 40-feet span and some of two 20-feet, 30-feet spans each and one of 3 spans of 60 feet warren girders. There are no bridges specially constructed for cart traffic, but the carts use some of the nullahs to pass under the line.

There is no fencing, except what has been put up by the villagers themselves.

There are no gradients of 1 in 100 or less.

The length and situation of the ruling gradients are as under:

Section of line.	Ruling gradient.	No. of gradients.	Length of gradients.
			Miles.
Miyagam-Dabhoi section	1 in 475	2	1·03
Dabhoi-Báhádarpur section	1 in 300	1	0·85
Bahadarpur-Bodeli section	1 in 300	1	0·34
Dabhoi-Chándod section	1 in 500	2	0·61
Dabhoi-Vishvámitri section	1 in 400	1	0·38
Vishvámitri-Padra section	1 in 200	2	0·58

The length and situation of curves under a radius of 1,000 feet are shown below:

Section of line.	Length of curve.	Radius of curve.
Vishvámitri-Dabhoi—	Feet.	Feet.
(Between 0 and 1 mile from Vishvámitri)	1,505	955·48
Dabhoi-Chándod—		
(Between 18 and 20 miles from Vishvámitri)	956	500·00
Báhádarpur-Bodeli—		
(Between 29 and 30 miles from Vishvámitri)	702	700·00
Vishvámitri-Padra—		
(Between 0 and 1 mile from Vishvámitri)	219	500
(Between 4 and 5 miles from Vishvámitri)	422	955

Remarks.

The dates of orders for survey and construction are as follows:

	Dates for survey.	Dates for construction.
Miyágám to Dabhoi	17-4-69	21-3-72
Dabhoi to Chándod and Báhádarpur	6-6-77	27-11-77
Dabhoi to Baroda	July 77	29-1-79

The line is the property of His Highness the Gaekwar of Baroda.

The Dabhoi-Báhádarpur line was extended to Bodeli in 1890. The survey was ordered in February 1887, and construction sanctioned in September 1888. Work was commenced in November 1888 and completed on 16th June 1890.

The section from Vishvámitri to Padra, 7·14 miles, was surveyed in 1891—orders for its resurvey were given on 22nd July 1895 and construction on 28th August 1895. Work commenced in March 1896 and was completed in June 1897.

This line is worked and maintained by the Bombay, Baroda and Central India Railway Company. The terms of working will be found in Appendix AA to Part II of the Railway Administration Report for 1897-98.

Details of construction.

The line is laid with 41¼lb iron rails on half round jungle teak sleepers with sand ballast. The width at formation level is 12 feet. There is one bridge of 5 spans and one of 4 spans of 60 feet, three of 2 spans of 60 feet each, two of 2 spans of 40 feet, one of 1 span of 40 feet, one of 3 spans of 30 feet and 2 of 3 spans of 20 feet, beside a large number of minor bridges.

There are no bridges specially constructed for cart traffic, but carts use some of the nullahs to pass under the line.

There is no fencing except in the station yards.

There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.

The ruling gradient is 1 in 150, of which there are 8 in number, aggregating 5·34 miles in length, on the open line. The lengths and situations of the ruling gradient 1 in 150 are as under:

Section of Line.	No. of gradient.	Length of gradient.
Anklesvar—Raj-Pârdi	3	3·12
Raj-Pârdi—Umalla	2	1·31
Umalla—Nándod	3	0·91

Remarks.

This line is owned by the state of Rajpipla, but constructed, worked and maintained by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix CC to Part II of the Railway Administration Report for 1897-98.

Orders for the survey of the line issued in April 1893, and the construction of the section from Anklesvar to Raj-Párdi was provisionally sanctioned in October 1894. Work commenced in April 1895 and was completed in June 1897.

The Raj-Párdi-Nándod section was sanctioned for construction in February 1898, and completed in July 1899, and opened in November.

Details of construction.

The ruling gradient is 1 in 73 of which there are two in number, aggregating 0·83 mile in length.

Remarks.

Nearly three-fourths of the earthwork was carried out under the relief work system.

The earthwork was stopped when the famine operations ceased. Plans for culverts and bridges have been prepared. Drawings for the permanent-way are under consideration by the East Indian Railway authorities. The actual construction of the line has not yet been sanctioned by the Rewah Darbar.

APPENDIX

Railways constructed and in

LINE OWNED BY NATIVE STATES AND

Special gauges.

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
XCVIII	**Cooch Behar—** 2′ 6″ GAUGE.					
	Gitaldaha (on the left bank of the Dharlla river opposite Mogalhát) to the town of Cooch Behar	22·38		Gitaldaha to Manshahi Junction—		
				For goods traffic	15-9-93	19·11
				For passenger traffic	1-3-94	
				Manshahi Junction to the town of Cooch Behar	15-12-98	3·27
						22·38
	Cooch Behar to Alipur (Cooch Behar-Santrabari extension, Native State section)	11·35		Cooch Behar-Santrabari Extension (Native States section)—		
				Cooch Behar to temporary Alipur Duar (Kholta)	15-4-99	10·91
				Temporary Alipur Duar (Kholta) to south bank of Kaljani river	18-1-1900	0·44
						11·35
	TOTAL		33·73	TOTAL OPEN MILEAGE		33·73
	TOTAL LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY (SPECIAL GAUGE)		33·73			33·73

D—continued.

progress on the 31st March 1900.

WORKED BY STATE RAILWAY AGENCY. **Special gauges.**

Details of construction.	Remarks.
The line runs through an easy country on an embankment 12 feet wide. It is single throughout. For 18·38 miles the rails are steel, 25lb. to the yard, laid on pyinkado sleepers (5′ × 8″ × 4″); 15·35 miles are of 40lb. iron rails on sâl sleepers (6′ × 8″ × 4½″). The line is unballasted. The bridges, except three arched culverts, are of brick-work with metre gauge girders. The line is unfenced. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet, on the main line. There are, however, two curves on a fair weather line to the Gitaldaha ghât, the lengths of which are 322 and 436 feet and the radii 500 and 420 feet, respectively.	The trial survey was ordered in May 1891, and the final survey in November of that year. Construction was sanctioned on the 28th of September 1891 and work started in December. The line is being worked by the Eastern Bengal State railway. An extension of the Cooch Behar line to the town of Cooch Behar, 3·72 miles in length, was sanctioned for construction in August 1895 and work commenced in January 1897. The survey of the Cooch Behar-Alipur section was ordered in January 1896 and final survey made in September of that year. Construction was sanctioned in December 1897 and work started in January 1898.

APPENDIX

Railways constructed and in

Special gauges.

LINE OWNED AND WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
	Miles.	Miles.			Miles.
XCIX	Morvi— 2' 6" GAUGE. *Main line—* Wadhwán [389·25 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] *viá* Vánkáner to Morvi . . . 67·21		*Main line—* Wadhwán to Dolia Dolia to Vánkáner Vánkáner to Morvi	 . 11-3-86 . 20-11-86 . 24-3-87	 24·00 27·51 15·70 67·21
	Branch— Vánkáner to Rájkot, including the extension across the Aji river to Rájkot Junction with the Jetalsar-Rájkot railway (*Rájkot branch*) . 25·86		*Rájkot branch—* Vánkáner to Rájkot . Extension across the Aji river to Rájkot Junction with the Jetalsar-Rájkot railway . . .	 1-1-90 6-8-94	 25·25 0·61 25·86
		93·07	TOTAL OPEN MILEAGE .		93·07
	TOTAL LINES OWNED AND WORKED BY NATIVE STATES (SPECIAL GAUGE) . .	93·07			93·07

D—*continued*.

progress on the 31st March 1900.

BY NATIVE STATE.

Special gauges.

Detail of construction.	REMARKS.
This line is laid on the existing bridged and metalled road for the first 24 miles as far as Dolia, and then runs along the line of unbridged and unmetalled road to Vánkáner and Morvi. The permanent-way originally consisted of steel rails, weighing 19lb. to the yard, laid on light sleepers. These have since been extensively replaced in sections by 29lb. and 41¼lb. rails and creosoted pine sleepers. The respective lengths of line now laid with these classes of permanent-way are: 19lb. rails . . . 20·50 miles. 29 " " . . . 50·96 " 41¼ " " . . . 21·61 " 93·07 On the Rájkot branch, from Rájkot station to mile 58 (Sindhávadars), 18 miles of 19lb. rails have, with a view to eventual conversion, recently been replaced by 41¼lb. metre gauge rails on creosoted pine sleepers and 3 additional miles of 41¼lb. rails have been laid to mile 55. During the year 930 steel 11lb. sleepers for 19lb. rails have been renewed on the main line between Wadhwán and Dolia, chiefly in salty places. The extension across the Aji river has been laid with metre gauge rails, weighing 41¼lb. to the yard, on creosoted pine sleepers of that gauge. The ruling gradient is 1 in 150, and there are 3·24 miles of curves under a radius of 1,000 feet, particulars of which are given below:	Sanction was given on the 14th December 1883 to the construction of a line which the Thakur Sahib of Morvi had undertaken to build at his own expense from Wadhwán to Rájkot. The scheme was afterwards modified and the line was carried to Morvi, *viâ* Vánkáner, instead of to Rájkot. Plans and estimates for an extension to Rájkot were submitted to Government in 1888, and the extension was completed and opened for traffic on the 1st January 1890. The extension across the Aji river into Rájkot, to effect a junction with the Jetalsar-Rájkot railway, was sanctioned in January 1894.

SECTION OF LINE.	CURVES OF LESS THAN 1,000 FEET RADIUS.	
	Length.	Radii.
	Miles.	
Wadhwán to Dolia—(Between 0 and 24 miles from Wadhwán) .	1·41	Varying from 250 to 850 feet.
Dolia to Vánkáner—(Between 24 and 51·75 miles)	1·03	" " 375 to 800 "
Vánkáner to Morvi—(Between 51·75 and 68·50 miles) . .	0·18	" " 550 to 850 "
Vánkáner to Rájkot—(Between 0 and 25·25 miles from Vánkáner)	0·62	" " 500 to 800 "

APPENDIX

Steam tramways outside Municipal limits

Special gauges.

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
	Powayan—					
	2' 6" GAUGE.					
	Sháhjahánpur (310·00 miles from Moghal Sarai on the Oudh and Rohilkhand railway) to Powayan, and thence to Mailáni on the Rohilkund and Kumaon railway		39·50	Sháhjahánpur to Powayan	17-6-90	17·00
				Powayan to Khotar	19-5-91	14·00
				Khotar to Mailáni	22-12-94	8·50
				TOTAL OPEN MILEAGE		39·50
	Dandot colliery—					
	2' 0" GAUGE.					
	Dandot station on the Khewra branch of the North Western State railway to the mouth of the main mine	1·89		Dandot station to the mouth of the main mine (open for coal traffic only)	5-7-89	1·89
	Head of middle incline to shaft No. 10 of outcrop mine	1·29		Head of middle incline to shaft No. 10 of outcrop mine	1-7-93	1·29
	Head of upper incline to Pidh coal platform	3·00		Head of upper incline to Pidh coal platform	6-6-95	3·00
			6·18	TOTAL OPEN MILEAGE		6·18

D—*continued*.

constructed and in progress on the 31st March 1900.

Special gauges.

Details of construction.	REMARKS.
The rails are flat-bottomed steel, weighing 25lb. to the yard, laid on wooden sleepers. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The line runs as far as Khotar alongside the public road, thence through forest lands up to Mailáni where it joins the Rohilkund and Kumaon railway.	The section from Sháhjahánpur to Khotar was sanctioned for construction in January 1889, and that from Khotar to Mailáni in February 1894. The tramway is under the management of Messrs. Lyall, Marshall & Co. of Calcutta, who are now the Company's managing agents, with a local manager at Sháhjahánpur.
The line is partly a double and partly a single track. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked by steel wire ropes by combined gravity and steam power. The grades on the inclines vary from 1 in 2·30 to 1 in 17, with minimum curves of a radius of 60 feet. The second section contains a third incline with grades of 1 in 3 and 1 in 4, the remainder being a single line tramway along the sides of the mountain with a maximum grade of 1 in 50; the sharpest curve is 150 feet in radius. The permanent-way consists of old metre gauge 36lb. and 40lb. rails laid on deodar sleepers. There is only one large bridge of 60-feet span, which forms part of one of the inclines on a grade of 1 in 2·50. The line is unfenced. The Pidh extension is of the same construction and grading as the tramway from head of incline to 10 south outcrop mine, but one semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself. The length of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, is shown in the following table :—	This tramway has been constructed by the North Western State railway to develop the Dandot colliery, which is worked primarily for the benefit of the railway.

LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.
$\frac{1}{50}$ and less.	$\frac{1}{51}$ to $\frac{1}{80}$.	$\frac{1}{81}$ to $\frac{1}{100}$.	Length.	Radii.	
Miles.	Mile.	Miles.	Miles.		
2·46	0·06	...	1·36	Varying from 74 to 450 feet.	

APPENDIX

Steam tramways outside Municipal limits

Special gauges.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Thatôn-Duyinzáik—	Miles.	Miles.
	2′ 6″ GAUGE. Thatôn to Duyinzáik on the Donedamie river	7·76	Thatôn to Duyinzáik . . 11-2-85 7·76
	Parlakimedi— 2′ 6″ GAUGE.		
	Naupada to Parlakimedi	25·00	
	Madura District Tramways— 2′ 6″ GAUGE.		
	Ammayanaikkanur to Kotagudi . 55·00		
	Periyakulam to Krishnamanaik's tope 5·00		
	Thene to Kuruvanath . . . 33·00		
		93·00	

constructed and in progress on the 31st March 1900.

Special gauges.

Detail of construction.	REMARKS.
The rails are steel, Vignole's section; the sleepers are of steel and wood. There are no large bridges. The line is ballasted. An aggregate length of 5,600 feet is situated on a grade of $\frac{1}{30}$, while the total length of curves under a radius of 1,000 feet is 1,343 feet, the radii varying from 207 feet to 500 feet.	This line is constructed along the public road, which has been specially made in view to tramway communication being established. The Local Government originally guaranteed in 1883 a subsidy of R8,100 per annum for three years, but the amount was reduced from 11th February 1888 to R6,000 per annum. On the 11th August 1894 the payment of this subsidy ceased altogether. The line now receives a subsidy of R100 per month.

APPENDIX

Statement showing the distribution by provinces of the mileage

Progress.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
STANDARD GAUGE.								
State lines worked by companies.								
Opened for traffic	20·58	203·11	1,695·03	1,024·82	2·22	854·63	...	...
In progress	...	...	245·23	126·40	60·58	...	...	...
Total length sanctioned	20·58	203·11	1,940·26	1,151·22	62·80	854·63	...	...
State lines worked by the State.								
Opened for traffic	705·82	...	374·00	1,062·37	1,792·50	...	...	...
In progress	4·55	...	6·00	87·05	69·21	...	...	...
Total length sanctioned	710·37	...	380·00	1,149·42	1,861·71	...	...	...
Lines worked by guaranteed companies.								
Opened for traffic	771·43	1,105·91	...	...	...	392·14	...	...
In progress	59·76	50·12	...	...	...	...	...	...
Total length sanctioned	831·19	1,156·03	...	...	...	392·14	...	...
Assisted companies.								
Opened for traffic	...	155·77	101·06	32·05	581·76	...	...	...
In progress	...	...	...	...	0·79	...	...	...
Total length sanctioned	...	155·77	101·06	32·05	582·55	...	...	...
Lines owned by Native States and worked by companies.								
Opened for traffic	...	13·35	...	...	...	11·13	...	...
In progress	...	20·75	...	...	...	...	...	...
Total length sanctioned	...	34·10	...	...	...	11·13	...	...
Lines owned by Native States and worked by State Railway Agency.								
Opened for traffic	...	...	...	...	107·05	...	...	...
In progress	...	...	...	...	79·61	...	...	...
Total length sanctioned	...	...	...	...	186·66	...	...	...
Total.								
Opened for traffic	1,497·83	1,478·14	2,170·09	2,119·24	2,483·53	1,257·90	...	...
In progress	64·31	70·87	251·23	213·45	210·19	...	...	...
Total length sanctioned	1,562·14	1,549·01	2,421·32	2,332·69	2,693·72	1,257·90	...	...

E.

of railways and of steam tramways outside municipal limits on the 31st March 1900.

Hyder-ābad.	Mysore.	Rajputana.	Central India.	Baluchis-tan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
1·75	...	19·59	490·99	...	...	...	...	...	...	...	4,312·72
...	...	...	...	...	...	...	...	...	...	...	432·21
1·75	...	19·59	490·99	...	...	...	...	...	...	...	4,744·93
...	...	...	...	416·96	691·64	...	...	...	...	...	5,043·29
...	...	...	...	...	5·30	...	...	...	...	...	172·11
...	...	...	...	416·96	696·94	...	...	...	...	...	5,215·40
134·92	56·03	...	...	...	...	...	151·90	...	...	...	2,612·33
...	...	...	...	...	...	...	...	...	...	...	109·88
134·92	56·03	...	...	...	...	...	151·90	...	...	...	2,722·21
...	...	3·65	...	...	...	...	...	..	...	...	874·29
...	...	...	...	...	...	...	...	...	...	...	0·79
...	...	3·65	...	...	...	...	...	...	...	...	875·08
330·13	10·00	51·52	274·41	...	...	...	12·99	...	...	...	703·53
...	...	...	...	...	...	...	...	...	...	...	20·75
330·13	10·00	51·52	274·41	...	...	...	12·99	...	...	...	724·28
...	...	...	...	...	...	...	...	15·92	...	...	122·97
...	...	...	...	...	...	...	...	...	...	...	79·61
...	...	...	...	...	...	...	...	15·92	...	...	202·58
466·80	66·03	74·76	765·40	416·96	691·64	...	164·89	15·92	...	...	13,669·13
...	...	...	...	...	5·30	...	...	...	...	...	815·35
466·80	66·03	74·76	765·40	416·96	696·94	...	164·89	15·92	...	...	14,484·48

APPENDIX

Statement showing the distribution by provinces of the mileage

Progress.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
METRE GAUGE.								
State lines worked by companies.								
Opened for traffic . .	1,551·52	785·07	687·98	1,156·53	367·41	33·10	264·83	993·29
In progress . . .	146·80	...	127·55	33·00	...	...	300·31	407·73
Total length sanctioned .	1,698·32	785·07	815·53	1,189·53	367·41	33·10	565·14	1,401·02
State lines worked by the State.								
Opened for traffic . .	...	...	565.03	79·60	...	...	...	...
In progress . . .	...	...	45·81	...	...	...	17·33	...
Total length sanctioned .	...	...	610·84	79·60	...	...	17·33	...
Assisted companies.								
Opened for traffic . .	...	54·59	137·06	53·92	...	...	85·00	...
In progress . . .	16·90	...	151·56	...	...	...	...	...
Total length sanctioned .	16·90	54·59	288·62	53·92	...	...	85·00	...
Lines owned by Native States and worked by companies.								
Opened for traffic . .	...	153·70	...	...	...	...	...	...
In progress . . .	121·54	29·60	...	...	...	...	...	...
Total length sanctioned .	121·54	183·30	...	...	...	...	...	...
Lines owned and worked by Native States.								
Opened for traffic . .	...	...	...	...	...	...	...	...
In progress . . .	...	...	...	...	...	...	...	...
Total length sanctioned .	...	...	...	...	...	...	...	...
Foreign lines.								
Opened for traffic . .	5·05	...	...	...	...	...	...	...
In progress . . .	...	...	...	...	...	...	...	...
Total length sanctioned .	5·05	...	...	...	...	...	...	...
Total.								
Opened for traffic . .	1,556·57	993·36	1,390·07	1,290·05	367·41	33·10	349·83	993·29
In progress . . .	285·24	29·60	324·92	33·00	...	...	317·64	407·73
Total length sanctioned	1,841·81	1,022·96	1,714·99	1,323·05	367·41	33·10	667·47	1,401·02

E—*continued.*

of railways and of steam tramways outside municipal limits on the 31st March 1900.

Hyderabad.	Mysore.	Rajputana.	Central India.	Baluchistan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
34·37	296·00	646·50	233·81	...	...	...	...	...	...	...	7,050·41
...	...	...	...	...	...	...	...	...	...	...	1,015·39
34·37	296·00	646·50	233·81	...	...	...	...	...	...	...	8,065·80
...	...	...	...	...	...	...	...	...	...	...	644·63
...	...	...	...	...	69·06	...	...	...	...	...	132·20
...	...	...	...	...	69·06	...	...	...	...	...	776·83
...	...	...	...	...	...	...	...	...	...	...	347·47
...	...	...	...	...	...	...	...	...	...	...	151·56
...	...	...	...	...	...	...	...	...	...	...	499·03
122·23	105·65	...	...	...	...	...	...	...	...	...	381·58
230·05	...	...	...	...	...	...	...	...	...	...	381·19
352·28	105·65	...	...	...	...	...	...	...	...	...	762·77
...	...	542·80	...	...	...	455·18	...	...	...	...	997·98
...	...	307·85	...	...	...	...	...	...	...	...	307·85
...	...	850·65	...	...	...	455·18	...	...	...	...	1,305·83
...	...	...	...	...	...	...	...	...	51·00	17·44	73·49
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	51·00	17·44	73·49
156·60	401·65	1,189·30	233·81	...	...	455·18	...	...	51·00	17·44	9,405·56
230·05	...	307·85	...	...	69·06	...	...	...	...	...	1,988·19
386·65	401·65	1,497·15	233·81	...	69·06	455·18	...	...	51·00	17·44	11,483·75

APPENDIX

Statement showing the distribution by provinces of the mileage

Progress.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
SPECIAL GAUGES.								
STATE LINE WORKED BY COMPANY.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	55·73	...	...
Total length sanctioned	...	...	...	...	...	55·73	...	...
STATE LINE WORKED BY THE STATE.								
Opened for traffic	...	...	...	...	...	...	36·00	...
In progress	...	...	...	...	41·90	...	...	...
Total length sanctioned	...	...	...	...	41·90	...	36·00	...
ASSISTED COMPANIES.								
Opened for traffic	...	15·52	150·81	...	...	...	20·10	...
In progress	...	33·00	...	...	58·00	...	...	...
Total length sanctioned	...	48·52	150·81	...	58·00	...	20·10	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
Opened for traffic	...	116·17	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	116·17	...	...	...	...	...	...
LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.								
Opened for traffic	...	...	33·62	...	...	...	...	...
In progress	...	...	0·11	...	...	...	...	...
Total length sanctioned	...	...	33·73	...	...	...	...	...
LINE OWNED AND WORKED BY NATIVE STATE.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	...	...
TOTAL.								
Opened for traffic	...	131·69	184·43	...	...	...	56·10	...
In progress	...	33·00	0·11	...	99·90	55·73	...	...
Total length sanctioned	...	164·69	184·54	...	99·90	55·73	56·10	...
TOTAL ALL RAILWAYS.								
Opened for traffic	3,054·40	2,603·19	3,744·59	3,409·29	2,850·94	1,291·00	405·93	993·29
In progress	349·55	133·47	576·26	246·45	310·09	55·73	317·64	407·73
Total length sanctioned	3,403·95	2,736·66	4,320·85	3,655·74	3,161·03	1,346·73	723·57	1,401·02
STEAM TRAMWAYS OUTSIDE MUNICIPAL LIMITS.								
Opened for traffic	...	...	...	39·50	6·18	...	...	7·76
In progress	118·00	...	...	...	...	...	...	...
Total length sanctioned	118·00	...	...	39·50	6·18	...	...	7·76

E—*concluded.*

of railways and of steam tramways outside municipal limits on the 31st March 1900.

Hyderabad.	Mysore.	Rajputana.	Central India.	Baluchistan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	55·73
...	...	...	...	...	...	...	...	...	...	...	55·73
...	...	...	...	...	...	...	...	...	...	...	36·00
...	...	...	...	...	...	...	...	...	...	...	41·90
...	...	...	...	...	...	...	...	...	...	...	77·90
6·23	...	...	...	...	...	...	...	...	...	...	192·66
...	...	...	...	...	...	...	...	...	...	...	91·00
6·23	...	...	...	...	...	...	...	...	...	...	283·66
...	...	...	126·14	...	...	...	...	...	...	...	242·31
...	...	...	31·81	...	...	...	...	...	...	...	31·81
...	...	...	157·95	...	...	...	...	...	...	...	274·12
...	...	...	...	...	...	...	...	...	...	...	33·62
...	...	...	...	...	...	...	...	...	...	...	0·11
...	...	...	...	...	...	...	...	...	...	...	33·73
...	...	...	...	...	...	93·07	...	...	...	...	93·07
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	93·07	...	...	...	...	93·07
6·23	...	...	126·14	...	...	93·07	...	...	...	...	597·66
...	...	...	31·81	...	...	...	...	...	...	...	220·55
6·23	...	...	157·95	...	...	93·07	...	...	...	...	818·21
629·63	467·68	1,264·06	1,125·35	416·96	691·64	548·25	164·89	15·92	51·00	17·44	23,762·35
230·05	...	307·85	31·81	...	74·36	...	...	...	...	...	3,024·09
859·68	467·68	1,571·91	1,157·16	416·96	766·00	548·25	164·89	15·92	51·00	17·44	26,786·44
...	...	...	...	...	...	...	...	...	...	...	53·44
...	...	...	...	...	...	...	...	...	...	...	118·00
...	...	...	...	...	...	...	...	...	...	...	171·44

APPENDIX F.

Table of railways constructed in, or traversing, native states.

Classification No.	Railway.	Names of states.	Commences at: Distance from Naini Junction. Miles.	Feet.	Commences at: Nearest railway station.	Ends at: Distance from Naini Junction. Miles.	Feet.	Ends at: Nearest railway station.	Intermediate length. Miles.	Feet.
	STANDARD GAUGE.									
I	EAST INDIAN	Rewah*	24	3,435	Shiurájpur	29	4,130	Shiurájpur	5	695
		Rewah*	39	575	Bargarh	42	872	Bargarh	3	297
		Rewah*	42	3,512	Bargarh	47	342	Dabhaura	4	2,110
		Rewah*	93	4,823	Jaitwár	108	1,101	Sutna	14	1,558
		Putter Kachar	79	1,981	Majhgawán	79	4,650	Majhgawán	...	2,669
		Kothi*	79	4,650	Majhgawán	81	571	Majhgawán	1	1,201
		Kothi*	85	4,036	Majhgawán	86	3,461	Majhgawán	...	4,705
		Sohawal*	81	571	Majhgawán	83	1,850	Majhgawán	2	1,279
		Sohawal*	86	3,461	Majhgawán	91	3,016	Jaitwár	4	4,835
		Panna*	83	1,850	Majhgawán	85	4,036	Majhgawán	2	2,186
		Nagode*	91	3,016	Jaitwár	93	4,823	Jaitwár	2	1,807
		Nagode*	108	1,101	Sutna	123	5,239	Unchehra	15	4,138
		Maihar*	123	5,239	Unchehra	156	2,385	Jukehi	32	2,426
								TOTAL	89	3,506
			Distance from Nágpur Junction.			Distance from Nágpur Junction.				
III	BENGAL-NÁGPUR	Khairagarh	114	3,871	Bortaláo	139	1,705	Musrá	24	3,114
		Nándgaon	139	1,705	Musrá	158	2,747	Muripár	19	1,042
		Sakti	302	...	Báráduár	311	2,560	Sakti	9	2,560
		Raigarh	311	2,560	Sakti	349	3,841	Jamga	38	1,281
		Gángpur	349	3,841	Jamga	365	3,648	Belpahár	15	5,087
		Gángpur	397	...	Bágdehi	403	204	Bámra	6	204
		Gángpur	419	615	Gárpos	463	2,500	Jaraikela	44	1,885
		Bámra	403	204	Bámra	419	615	Gárpos	16	411
		Sarikela	514	1,400	Amda	541	2,076	Kandra	7	676
	KATNI BRANCH	Rewah	329	3,874	Khairi	430	3,939	Chandia	101	65
			Distance from Khargpur.			Distance from Khargpur.			282	485
	SINI-KHARGPUR SECTION	Seraikela	84	2,820	Kalimati	99	2,690	Sini	14	5,150
			Distance from Barang.			Distance from Barang.				
	CUTTACK-KHARGPUR SECTION	Moharbhanj	132	2,800	Baripada	133	900	Moharbhanj	...	3,380
		Moharbhanj	135	420	Moharbhanj	135	1,740	Moharbhanj	...	1,320
		Moharbhanj	135	2,500	Moharbhanj	135	4,330	Moharbhanj	...	1,830
		Moharbhanj	136	1,820	Moharbhanj	136	4,020	Moharbhanj	...	2,200
									1	3,450
			Distance from Itársi Junction.			Distance from Itársi Junction.		TOTAL	298	3,805
IV	INDIAN MIDLAND									
	BHOPAL-JHÁNSI-AGRA SECTION.	Bhopal	56	5,023	Bhopal	86	2,142	Bhílsa	29	2,399
		Gwalior	86	2,142	Bhílsa	116	2,936	Básoda	30	79
		Kurwai	116	2,936	Básoda	117	983	Básoda	...	3,327
		Gwalior	117	983	Básoda	120	2,756	Bágru	3	1,773
		Kurwai	120	2,756	Bágru	122	216	Bágru	1	2,740
		Gwalior	122	216	Bágru	128	2,206	Kalhar	6	1,990
		Bhopal	128	2,206	Kalhar	129	5,206	Bamora	1	3,000
		Kurwai	129	5,206	Bamora	131	3,186	Bamora	1	3,260
		Kurwai	132	4,866	Bamora	137	4,316	Kethora	4	4,730
		Orchha	212	129	Basai	213	3,280	Basai	1	3,160
		Khaniadhána	213	3,280	Basai	217	2,539	Basai	3	4,539
		Datia	248	861	Datia	267	4,990	Dabra	19	4,129
		Gwalior	267	4,990	Dabra	334	1,591	Hetampur	66	1,881
		Dholpur	334	1,591	Hetampur	353	4,745	Saiya	19	3,154
	JHÁNSI-MÁNIKPUR SECTION.	Orchha	242	477	Jhánsi	243	2,547	Jhánsi	1	2,070
		Orchha	244	1,097	Jhánsi	246	357	Barwa Ságar	1	4,540
		Orchha	246	3,937	Barwa Ságar	249	2,907	Barwa Ságar	2	4,250
		Orchha	252	437	Barwa Ságar	258	647	Teharka	6	210
		Orchha	258	4,287	Teharka	258	3,587	Teharka	...	300
								Carried over	202	4,011
									388	2,031

* The lands occupied by the East Indian railway in the states marked with an asterisk have been ceded to the British Government in full sovereignty, and, therefore, now form part of British India.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Itársi Junction. Miles.	Feet.	Commences at: Nearest railway station.	Ends at: Distance from Itársi Junction. Miles.	Feet.	Ends at: Nearest railway station.	Intermediate length. Miles.	Feet.
	STANDARD GAUGE —*continued.*							Brought forward	388	2,031
									202	4,011
IV	INDIAN MIDLAND—*concld.* JHANSI-MANIKPUR SECTION—*concld.*	Orchha	260	3,287	Teharka	267	3,467	Teharka	7	180
		Alipura	286	2,217	Harpálpur	290	4,107	Harpálpur	4	1,890
		Alipura	292	3,927	Harpálpur	293	1,517	Harpálpur	...	2,870
		Garauli	300	827	Jaitpur	301	1,327	Jaitpur	1	500
		Chobe Jagir	391	322	Tamlia	396	2,467	Chitrakot	5	2,145
	JHÁNSI-CAWNPORE SECTION.	Samther	263	4,907	Moth	268	1,617	Moth	4	1,990
		Samther	276	4,317	Púnch	279	2,877	Púnch	2	3,840
		Samther	281	767	Púnch	284	3,277	Púnch	3	2,510
	BINA-KATNI SECTION	Panna	267	1,488	Sagoni	273	3,308	Salaia	6	1,820
								TOTAL	238	636
			Distance from Godhra Junction.			Distance from Godhra Junction.				
VI	GODHRA-RUTLAM-NÁGDÁ GODHRA TO RUTLAM	Baria	14	1,940	Sunth Road	15	2,400	Sunth Road	1	460
		Baria	15	4,150	Sunth Road	35	1,041	Jékót	19	2,171
		Jhabua	59	2,234	Anás	66	324	Meghnagar	6	3,370
		Bori	66	324	Meghnagar	68	864	Meghnagar	2	540
		Jhabua	68	864	Meghnagar	75	1,404	Bajranggarh	7	540
		Indore	75	1,404	Bajranggarh	83	3,617	Amargarh	8	2,213
		Jhabua	83	3,617	Amargarh	84	4,137	Amargarh	1	520
		Indore	84	4,137	Amargarh	88	544	Bamnia	3	1,687
		Jhabua	88	544	Bamnia	91	2,534	Bhairongarh	3	1,990
		Sailana	91	2,534	Bhairongarh	107	3,059	Marwani	16	525
		Rutlam	107	3,059	Marwani	115	735	Rutlam	7	2,956
			Distance from Rutlam.			Distance from Rutlam.			76	1,132
	RUTLAM TO NÁGDÁ.	Rutlam	...	...	Rutlam	...	4,464	Rutlam	...	4,464
		Sailana	...	4,464	Rutlam	1	5,234	Rutlam	1	770
		Rutlam	1	5,234	Rutlam	4	75	Bangrod	2	121
		Sailana	4	75	Bangrod	6	4,645	Bangrod	2	4,570
		Gwalior	6	4,645	Bangrod	26	11	Nágdá	19	646
									26	11
			Distance from Dhond Junction.			Distance from Dhond Junction.		TOTAL	102	1,143
VIII	DHOND-MANMÁD	Hyderabad	105	3,432	Puntámba	107	2,145	Samvatsar	1	3,993
			Distance from Kurrachee.			Distance from Kurrachee.				
XI	NORTH WESTERN	Patiála	951	1,250	Sánahwál	955	1,700	Doráha	4	450
		Patiála	956	2,800	Doráha	957	1,850	Chawa	...	4,330
		Patiála	963	400	Chawa	964	2,350	Khanna	1	1,950
		Patiála	969	3,830	Khanna	970	4,069	Sirhind	1	239
		Nábha	970	4,069	Khanna	970	5,080	Sirhind	...	1,011
		Patiála	970	5,080	Sirhind	1,002	3,800	Umballa City	31	4,000
		Kapurthala	882	3,803	East bank, Beas	893	1,133	Hamira	10	2,610
		Kapurthala	910	509	Jullundur Cantonment	921	918	Phagwara	11	409
		Bahawalpur*	407	1,668	Dhandi	554	3,777	Adamwahan bridge	147	2,109
									208	1,268
			Distance from Kiámári.			Distance from Kiámári.				
	KOTRI-ROHRI CHORD LINE.	Khairpur	294	422	Rohri	293	1,584	Rohri	...	4,118
		Khairpur	289	1,056	Begmanji	248	3,115	Mehrabpur	40	3,221
		Khairpur	214	1,795	Bandhi	215	4,382	Bandhi	1	2,587
	PISHIN SECTION	Kalat	359	4,171	Jhatput	444	1,795	Mithri	84	2,904
	MUSHKAF BOLAN LINE.	Kalat	455	4,540	Nari Bank	464	4,065	Mushkaf	8	4,805
		Kalat	517	...	Kolpur	532	3,960	Sariab	15	3,960
									152	475
			Distance from Moghal Sarai, *viâ* chord.			Distance from Moghal Sarai, *viâ* chord.		TOTAL	360	1,743
XIII	OUDH AND ROHILKHAND.	Rámpur	364	2,842	Mungra	365	822	Mungra	...	3,260
		Rámpur	365	3,232	Milak	384	1,567	Rámpur	18	3,615
								TOTAL	19	1,595
			Distance from Bombay.			Distance from Bombay.				
XVII	GREAT INDIAN PENINSULA.	Akalkot*	298	4,257	Tilate	315	2,970	Boroti	16	3,993
		Kurundvád	315	2,970	Boroti	324	478	Dudhni	8	2,788
		Hyderabad	324	468	Dudhni	442	236	Ráichúr	117	5,048
		Hyderabad	300	1,402	Khámkhed	452	825	Pulgaon	151	4,703
								TOTAL	295	092
								Carried over	1,405	1,273

* The lands occupied by the North Western State and Great Indian Peninsula railways in the states marked with an asterisk have been ceded to the British Government in full sovereignty, and, therefore, now form part of British India.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native States Traversed. Names of states.	Commences at — Distance from Bombay. Miles.	Feet.	Commences at — Nearest railway station.	Ends at — Distance from Bombay. Miles.	Feet.	Ends at — Nearest railway station.	Intermediate length. Miles.	Feet.
	STANDARD GAUGE —*continued.*									
XVIII	BOMBAY, BARODA AND CENTRAL INDIA— BOMBAY TO AHMEDABAD.							Brought forward	1,405	1,273
		Baroda*	134	2,290	Bilimora	137	3,855	Amalsád	3	1,565
		Baroda*	137	5,157	Amalsád	138	2,797	Amalsád	...	2,920
		Sachin*	142	2,230	Amalsád	143	4,676	Vedcha	1	2,446
		Baroda*	148	1,942	Navsári	156	2,134	Sachin	8	192
		Sachin*	156	2,134	Sachin	160	4,446	Sachin	4	2,312
		Baroda*	177	1,994	Sáyan	177	2,657	Sáyan	...	663
		Baroda*	182	4,237	Kim	190	2,344	Pánoli	7	3,387
		Baroda*	217	4,285	Pálej	218	3,980	Pálej	...	4,975
		Baroda*	219	4,898	Pálej	258	3,140	Vásad	38	3,522
		Baroda*	286	1,296	Nadiád	287	3,261	Mehmadabad	1	1,965
	AHMEDABAD TO WADHWÁN.	Bajána	357	3,960	Sábli Road	359	1,760	Sábli Road	1	3,080
		Bajána	360	1,795	Sábli Road	366	3,510	Lilápur Road	6	1,715
		Lakhtar	366	3,510	Lilápur Road	366	3,750	Lilápur Road	...	240
		Lakhtar	369	4,240	Lilápur Road	378	4,170	Lakhtar	8	5,210
		Wadhwán	378	4,170	Lakhtar	389	3,020	Wadhwán	10	4,130
									94	1,362
			Distance from Viramgám Junction.			Distance from Viramgám Junction.				
	PÁTRI BRANCH	Pátri	6	3,829	Jhund	9	2,326	Jhund	2	3,777
		Bajána	9	2,336	Jhund	11	196	Jhund	1	3,140
		Pátri	11	196	Jhund	20	2,340	Pátri	9	2,144
									13	3,781
			Distance from Madras.			Distance from Madras.		TOTAL	107	5,143
XIX	MADRAS SOUTH-WEST LINE— BANGALORE BRANCH	Mysore	163	3,802	Bisanatham	219	1,941	Bangalore City	55	3,419
	NORTH-WEST LINE	Hyderabad	333	5,170	Tungabhadra	350	4,310	Ráichúr	16	4,420
								TOTAL	72	2,559
			Distance from Delhi.			Distance from Delhi.				
XX	DELHI-UMBALLA-KALKA.	Patiála	131	686	Lalru	136	2,940	Ghaggar	5	2,254
		Kalsia	136	2,940	Ghaggar	137	4,900	Ghaggar	1	1,960
		Patiála	137	4,900	Ghaggar	138	5,220	Ghaggar	1	320
		Kalsia	138	5,220	Ghaggar	142	4,623	Ghaggar	3	4,683
		Kalsia	144	3,250	Ghaggar	147	3,355	Ghaggar	3	105
		Patiála	154	4,463	Chandigarh	160	4,262	Kalka	5	5,079
		Patiála	161	836	Kalka	161	2,736	Kalka	...	1,990
								TOTAL	21	551
			Distance from Kiámári.			Distance from Kiámári.				
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA).	Bahawalpur	544	3,150	Samásata	699	1,060	Sujjawalpur	154	3,190
		Bikaner	699	1,060	Sujjawalpur	702	4,500	Sujjawalpur	3	3,440
		Patiala	748	325	Gadarbaha	768	3,415	Kot Fateh	20	3,090
		Patiala	771	1,495	Kot Fateh	800	430	Budhlada	28	4,215
		Patiala	810	80	Bareta	819	4,570	Jakhal	9	4,490
		Patiala	820	1,400	Jakhal	822	2,430	Jakhal	2	1,030
		Patiala	823	4,540	Jakhal	824	740	Jakhal	...	1,480
		Patiala	833	1,270	Tohana	861	4,700	Jhind	28	3,430
		Jhind	863	1,840	Jhind	888	2,345	Karainthi	25	505
	NARWANA-KAITHAL BRANCH.	Patiala	846	1,970	Narwana	864	2,930	Kaithal	18	960
			Distance from Kankra Khari.			Distance from Kankra Khari.		TOTAL	291	4,710
XXV	TÁPTI VALLEY (KANKRA KHARI TO AMALNER).	Sachin	...		Kankra Khari	...	1,700	Kankra Khari	...	1,700
		Sachin	1	2,400	Kankra Khari	2	1,270	Kankra Khari	...	4,150
		Baroda	2	1,270	Kankra Khari	2	3,600	Kankra Khari	...	2,330
		Sachin	2	3,600	Kankra Khari	3	2,100	Chalthan	...	3,780
		Baroda	3	2,100	Chalthan	16	600	Bardoli	12	3,780
		Baroda	17	450	Bardoli	20	750	Bardoli	3	300
		Baroda	29	3,400	Madhi	48	3,310	Songhad	18	5,190
								TOTAL	37	110
								Carried over	1,935	3,786

* The lands occupied by the Bombay, Baroda and Central India railway in the states marked with an asterisk have been ceded to the British Government in full sovereignty, and, therefore, now, form part of British India.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed. Names of states.	Commences at: Distance from Jalamb Junction. Miles.	Feet.	Commences at: Nearest railway station.	Ends at: Distance from Jalamb Junction. Miles.	Feet.	Ends at: Nearest railway station.	Intermediate length. Miles.	Feet.
	STANDARD GAUGE — *concluded.*							Brought forward	1,935	3,786
XXVI	Khámgaon	Hyderabad	...		Jalamb	7	2,889	Khámgaon	7	2,889
			Distance from Badnera Junction.			Distance from Badnera Junction.				
XXVII	Amráoti	Hyderabad	...		Badnera	5	2,300	Amráoti	5	2,300
			Distance from Itársi Junction.			Distance from Itársi Junction.				
XXVIII	Bína-Goona-Bárán	Gwalior	157	652	Mangavali	216	5,012	Goona	59	4,360
		Gwalior	216	4,912	Goona	238	4,642	Dharnaoda	21	5,010
		Tonk	238	4,642	Dharnaoda	261	1,571	Kowai	22	2,209
		Kotah	261	1,571	Kowai	290	2,696	Bárán	29	1,125
								Total	133	2,144
			Distance from Itársi Junction.			Distance from Itársi Junction.				
XXIX	Bhopal-Ujjain	Bhopal	56	5,023	Bhopal	89	198	Parbati	32	455
		Gwalior	89	198	Parbati	147	2,498	Maksi	58	2,300
		Indore	147	2,498	Maksi	157	1,398	Tajpur	9	4,180
		Dewas (senior)	157	1,398	Tajpur	159	1,048	Tajpur	1	4,930
		Gwalior	159	1,043	Tajpur	170	5,078	Ujjain	11	4,030
								Total	114	55
			Distance from Itársi Junction.			Distance from Itársi Junction.				
XXX	Bhopal-Itársi (Native state section)	Bhopal	13	660	Hoshangabad	56	5,023	Bhopal	43	4,363
			Distance from Wádi Junction.			Distance from Wádi Junction.				
XXXI	The Nizam's Guaranteed State.	Hyderabad	...		Wádi	312	4,893	Gangineni	312	4,893
		Hyderabad	111	2,800	Husain Ságar	115	280	Hyderabad	3	2,760
		Hyderabad	254	4,481	Dornakal	271	1,754	Mineral terminus	16	2,553
								Total	332	4,926
			Distance from Rutlam.			Distance from Rutlam.				
XXXII	Nágdá-Ujjain	Gwalior	26	11	Nágdá	60	1,772	Ujjain	34	1,711
			Distance from Ánand Junction.			Distance from Ánand Junction.				
XXXIII	The Gaekwar's Petlád Ánand to Petlád	Baroda	6	420	Agás	13	1,860	Petlád	7	1,440
			Distance from Madras.			Distance from Madras.				
XXXIV	Kolar Gold-fields	Mysore	175	2,425	Bowringpet	185	3,385	Marikuppam	10	963
			Distance from Kurrachee.			Distance from Kurrachee.				
XXXVI	Rájpura-Bhátinda	Patiála	992	3,865	Rájpura	1,013	4,500	Dhablán	21	635
		Nábha	1,013	4,500	Dhablán	1,017	1,890	Nábha	3	2,670
		Patiála	1,017	1,890	Dhablán	1,019	2,700	Nábha	2	810
		Nábha	1,019	2,700	Dhablán	1,025	5,250	Nábha	6	2,550
		Patiála	1,025	5,250	Nábha	1,028	420	Chintanwala	2	450
		Nábha	1,028	420	Nábha	1,029	45	Chintanwala	...	4,905
		Patiála	1,029	45	Nábha	1,033	4,830	Chintanwala	4	4,785
		Nábha	1,033	4,830	Chintanwala	1,036	110	Dhuri	2	560
		Patiála	1,036	110	Dhuri	1,073	3,740	Tappa	37	3,630
		Nábha	1,075	1,600	Tappa	1,080	1,560	Rámpura Phúl	4	5,240
		Patiála	1,080	1,560	Rámpura Phúl	1,081	210	Bhuchchu	...	3,930
		Nabha	1,081	210	Rámpura Phúl	1,081	2,600	Bhuchchu	...	2,390
		Patiála	1,093	2,350	Bhuchchu	1,100	2,941	Bhátinda	7	591
								Total	94	1,466
XXXVII	Jammu and Kashmir (Native state section).	Kashmir	920	2,640	Suchetgarh	936	2,217	Tawi	15	4,857
								Total standard gauge.	2,734	4,500

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native States Traversed. Names of states.	Commences at: Distance from Delhi Junction. Miles.	Feet.	Commences at: Nearest railway station.	Ends at: Distance from Delhi Junction. Miles.	Feet.	Ends at: Nearest railway station.	Intermediate length. Miles.	Feet.
	METRE GAUGE									
XLI	RAJPUTANA-MALWA									
	DELHI TO AHMEDABAD.	Pataudi	35	2,090	Játaoli	39	3,824	Játaoli	4	1,734
		Pataudi	41	1,215	Játaoli	41	2,529	Khalilpur	...	1,314
		Nábha	57	4,626	Báwal	68	791	Ajeráka	10	1,445
		Ulwur	68	791	Ajeráka	125	1,416	Baswa	57	625
		Jaipur	125	1,416	Baswa	245	3,100	Sáli	120	1,684
		Jaipur	245	4,460	Sáli	246	570	Sáli	...	1,390
		Jaipur	246	1,025	Sáli	247	2,645	Tilaunia	1	1,620
		Kishengurh	245	3,100	Sáli	245	4,460	Sáli	...	1,360
		Kishengurh	246	570	Sáli	246	1,025	Sáli	...	455
		Kishengurh	247	2,645	Tilaunia	249	1,173	Tilaunia	1	3,808
		Kishengurh	251	1,109	Tilaunia	261	217	Kishengurh	9	4,388
		Jodhpur	318	888	Sendra	431	4,261	Keshavganj	113	3,373
		Sirohee	431	4,261	Keshavganj	472	1,508	Maval	40	2,527
		Pálanpur	472	1,508	Maval	511	4,520	Chhápi	39	3,012
		Baroda	511	4,520	Chhápi	568	750	Khodiar	56	1,510
									455	3,845
			Distance from Phulera Junction.			Distance from Phulera Junction.				
	SÁMBHAR BRANCH	Jaipur	...		Phulera	1	2,518	Phulera	1	2,518
		Jaipur and Jodhpur	1	2,518	Phulera	6	3,180	Sámbhar	5	662
		Jodhpur	6	3,180	Sámbhar	21	5,214	Kucháman Road	15	2,034
									21	5,214
			Distance from Agra Junction.			Distance from Agra Junction.				
	AGRA BRANCH	Bharatpore	21	3,744	Ikran	58	4,902	Kherli	37	1,158
		Ulwur	58	4,902	Kherli	67	2,183	Ghosráná	8	2,561
		Ulwur	68	2,762	Ghosráná	69	2,889	Ghosráná	1	127
		Ulwur	76	140	Hindaun Road	77	2,604	Rámpura	1	2,464
		Ulwur	78	1,046	Rámpura	83	1,317	Biwai	5	271
		Ulwur	85	3,029	Biwai	87	4,766	Biwai	2	1,737
		Jaipur	67	2,183	Ghosráná	68	2,762	Ghosráná	1	579
		Jaipur	69	2,889	Ghosráná	76	140	Hindaun Road	6	2,531
		Jaipur	77	2,604	Rámpura	78	1,046	Rámpura	...	3,722
		Jaipur	83	1,317	Biwai	85	3,029	Biwai	2	1,712
		Jaipur	87	4,766	Biwai	*93	2,758	Bándikui	5	3,272
									71	4,294
			Distance from Ajmer Junction.			Distance from Ajmer Junction.				
	MALWA SECTION (AJMER TO KHANDWA).	Udaipur	41	1,950	Barl	122	5,030	Shambhúpúra	81	3,080
		Udaipur	125	5,090	Shambhúpúra	127	1,250	Shambhúpúra	1	1,440
		Tonk	122	5,030	Shambhúpúra	125	5,090	Shambhúpúra	3	60
		Tonk	127	1,250	Shambhúpúra	138	2,200	Kesarpura	11	950
		Tonk	143	2,700	Kesarpura	145	1,200	Neemuch	1	3,780
		Gwalior	138	2,200	Kesarpura	143	2,700	Kesarpura	5	500
		Gwalior	145	1,200	Neemuch	163	2,400	Malhárgarh	18	1,200
		Gwalior	174	2,720	Tharod	205	5,130	Dhodhar	31	2,410
		Gwalior	249	3,900	Runija	258	3,160	Barnagar	8	4,540
		Gwalior	259	4,070	Barnagar	271	1,700	Chambal	11	2,910
		Gwalior	278	2,360	Fatehabad	281	3,600	Fatehabad	3	1,240
		Gwalior	287	2,700	Ajnod	287	3,300	Ajnod	...	600
		Indore and Gwalior combined	282	2,900	Fatehabad	283	4,712	Fatehabad	1	1,812
		Gwalior	285	1,400	Ajnod	285	4,050	Ajnod	...	2,650
		Indore and Gwalior combined	288	1,700	Ajnod	289	1,126	Ajnod	...	4,706
		Gwalior	292	150	Ajnod	294	150	Pália	2	...
		Jaora	163	2,400	Malhárgarh	170	1,700	Píplia	6	4,580
		Jaora	171	4,980	Tharod	172	4,280	Tharod	...	4,580
		Jaora	173	1,000	Tharod	173	1,650	Tharod	...	650
		Jaora	205	5,130	Dhodhar	219	4,080	Námli	13	4,230
		Indore	170	1,700	Píplia	171	4,980	Tharod	1	3,280
		Indore	172	4,280	Tharod	173	1,000	Tharod	...	2,000
		Indore	173	1,650	Tharod	174	2,720	Tharod	1	1,070
		Indore	271	1,700	Chambal	278	2,360	Fatehabad	7	660
								Carried over	214	128
									549	2,793

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native States Traversed. Names of states.	Commences at: Distance from Ajmer Junction. Miles.	Feet.	Commences at: Nearest railway station.	Ends at: Distance from Ajmer Junction. Miles.	Feet.	Ends at: Nearest railway station.	Intermediate length. Miles.	Feet.
	Metre Gauge—*continued.*							Brought forward	549	2,793
XLI	Rajputana-Malwa—*concluded.*								214	128
	Malwa Section (Ajmer to Khandwa)—*concld.*	Indore	281	3,600	Fatehabad	282	2,900	Fatehabad	...	4,580
		Indore	283	4,712	Fatehabad	285	1,400	Ajnod	1	1,968
		Indore	285	4,050	Ajnod	287	2,700	Ajnöd	1	3,930
		Indore	287	3,300	Ajnod	288	1,700	Ajnod	...	3,680
		Indore	289	1,126	Ajnod	292	150	Ajnod	2	4,304
		Indore	294	150	Pália	355	...	Mortakka	60	5,130
		Indore	358	1,200	Sanáwad	363	1,800	Nimar Kheri	5	600
		Indore	366	3,300	Nimar Kheri	367	1,450	Nimar Kheri	...	3,430
		Rutlam	219	4,080	Námli	222	3,050	Námli	2	4,250
		Rutlam	222	5,050	Námli	226	650	Námli	3	880
		Rutlam	229	550	Rutlam	235	400	Rutlam	5	5,130
		Rutlam	235	1,050	Rutlam	242	4,830	Naugánwán	7	3,780
		Rutlam	244	4,880	Naugánwán	246	4,930	Naugánwán	2	50
		Sailána	222	3,050	Námli	222	5,050	Námli	...	2,000
		Sailána	226	650	Námli	229	550	Rutlam	2	5,180
		Sailána	235	400	Rútlam	235	1,050	Rutlam	...	650
		Sailána	242	4,830	Naugánwán	244	4,880	Naugánwán	2	50
		Sailána	246	4,930	Naugánwán	249	600	Runija	2	950
		Dhár	249	600	Runija	249	3,900	Runija	...	3,300
		Dhár	258	3,160	Barnagar	259	4,070	Barnagar	1	910
									319	2,080
			Distance from Fatehabad Junction.			Distance from Fatehabad Junction.				
	Ujjain branch	Gwalior	...		Fatehabad	10	400	Ujjain	10	400
		Indore	10	400	Ujjain	10	2,700	Ujjain	...	2,300
		Gwalior	10	2,700	Ujjain	14	1,500	Ujjain	3	4,080
									14	1,500
			Distance from Rewári Junction			Distance from Rewári Junction.				
	Rewári to Ferozepore.	Dujána	19	1,300	Kosli	19	3,350	Kosli	...	2,050
		Dujána	20	220	Kosli	22	430	Jhárlí	2	210
		Jínd	29	2,975	Jhárlí	45	2,000	Mánheru	15	4,305
		Patiála	164	2,100	Kalánwáli	190	2,330	Goniána	26	230
		Patiála	190	4,000	Goniána	191	300	Goniána	...	1,580
		Farídkot	190	2,330	Goniána	190	4,000	Goniána	...	1,670
		Farídkot	191	300	Goniána	195	2,400	Goniána	4	2,100
		Farídkot	203	2,475	Jaitu	231	2,200	Golchwála	27	5,005
		Nábha	195	2,400	Goniána	203	2,475	Jaitu	8	75
									85	1,385
			Distance from Kot Kapúra Junction.			Distance from Kot Kapúra Junction.				
	Fázilka branch	Farídkot	...		Kot Kapúra	7	2,350	Bariwála	7	2,350
			Distance from Cawnpore.			Distance from Cawnpore.				
	Cawnpore to Achnera.	Bharatpur	221	3,540	Bhainsa	225	384	Bhainsa	3	2,124
								Total	429	4,159
			Distance from Pálanpur.			Distance from Pálanpur.				
XLII	Pálanpur-Deesa	Pálanpur	...		Pálanpur	17	2,240	Deesa	17	2,240
			Distance from Portuguese frontier.			Distance from Portuguese frontier.				
XLIII	Southern Mahratta—Main line.	Hyderabad	126	3,813	Harlápur	161	488	Munirabad	34	1,955
		Venkatgiri	395	4,488	Tarlupádu	405	3,549	Márkapur Road	9	4,341
		Venkatgiri	408	3,436	Márkapur Road	409	2,845	Gajjalakonda	...	4,089
		Venkatgiri	412	1,883	Gajjalakonda	429	3,300	Kurichédu	17	1,417
								Total	62	1,842
								Carried over	62	1,842
									996	3,912

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed. Names of states.	Commences at. Distance from Londa Junction. Miles.	Feet.	Commences at. Nearest railway station.	Ends at. Distance from Londa Junction. Miles.	Feet.	Ends at. Nearest railway station.	Intermediate length. Miles.	Feet.
	METRE GAUGE—*contd.*									
XLIII	SOUTHERN MAHRATTA—*contd.*							Brought forward	996	3,912
									62	1,842
	POONA BRANCH	Sangli	25	5,200	Desur	26	1,840	Desur	...	1,920
		Kurundvád	26	1,840	Desur	28	4,325	Desur	2	2,485
		Sangli	37	4,150	Sulebhávi	38	2,975	Sulebhávi	...	4,105
		Sangli	41	2,625	Sulebhávi	47	1,250	Suldhál	5	3,905
		Kurundvád	49	3,375	Suldhál	50	2,200	Suldhál	...	4,105
		Kolhápur	79	3,500	Chikodi Road	80	3,100	Chikodi Road	...	4,880
		Kurundvád	80	3,100	Chikodi Road	82	3,350	Raibag	2	250
		Kolhápur	82	3,350	Raibag	88	4,125	Raibag	6	775
		Kolhápur	90	4,560	Raibag	94	4,000	Kudchi	3	4,720
		Sangli	99	900	Kudchi	103	1,825	Shedbal	4	925
		Miraj	108	1,875	Shedbal	110	4,280	Shedbal	2	2,405
		Sangli	110	4,280	Shedbal	113	5,125	Miraj	3	845
		Miraj	113	5,125	Miraj	119	5,230	Miraj	6	105
		Sangli	123	1,900	Sangli	123	2,200	Sangli	...	300
		Miraj	123	2,200	Sangli	125	2,480	Sangli	2	280
		Sangli	125	2,480	Sangli	126	2,950	Sangli	1	470
		Sangli	127	1,600	Sangli	130	2,120	Tásgaon Road	3	520
		Aundh	142	1,800	Kundal Road	143	2,590	Kundal Road	1	790
		Sangli	143	2,590	Kundal Road	144	340	Kundal Road	...	3,030
		Aundh	144	2,825	Kundal Road	145	1,575	Takari	...	4,030
		Sangli	145	1,575	Takari	146	1,850	Takari	1	275
		Sangli	146	3,950	Takari	147	1,340	Takari	...	2,670
		Aundh	150	3,420	Takari	151	3,160	Shenoli	...	5,020
		Aundh	164	4,225	Karad	165	1,380	Karad	...	2,435
		Jamkhandi	169	3,250	Masur	171	1,675	Masur	1	3,705
		Phaltan	212	2,575	Wathar	223	5,186	Lonand	11	2,611
			Distance from Gadag Junction.			Distance from Gadag Junction.			63	4,761
	BIJÁPUR BRANCH	Rámdrug	21	2,030	Mallápur	26	3,380	Alúr	5	1,350
		Sangli	149	3,980	Lachyán	153	5,250	Lachyán	4	1,270
		Akalkot	156	1,320	Lachyán	166	2,860	Tadval	10	1,540
			Distance from Hubli Junction.			Distance from Hubli Junction.			19	4,160
	HARIHAR BRANCH	Jamkhandi	5	807	Kundgol	18	4,826	Gudgeri	13	4,019
		Miraj (Junior)	18	4,826	Gudgeri	23	4,284	Gudgeri	4	4,738
		Savanúr	30	2,009	Yalvigi	30	2,656	Yalvigi	...	647
		Savanúr	37	588	Hattimattur	38	4,558	Karajgi	1	3,970
									20	2,814
								TOTAL	166	3,017
XLV	MYSORE SECTION (SOUTHERN MAHRATTA).	Mysore	80	4,124	Harihar	377	533	Mysore	296	1,689
			Distance from Sára.			Distance from Sára.				
L	EASTERN BENGAL (NORTHERN SECTION).	Cooch Behar	157	2,253	Haldibári	163	1,891	Mandalghát	5	4,918
			Distance from Lálmanirhát.			Distance from Lálmanirhát.				
LVIII	BENGAL DOOARS	Cooch Behar	52	41	Changrabandha	54	34	Bhotepatti	2	93
LXI	AHMEDABAD-PARÁNTIJ—		Distance from Ahmedabad.			Distance from Ahmedabad.				
	AHMEDABAD TO IDAR AHMADNAGAR.	Baroda	7	1,398	Naroda	8	1,090	Naroda	...	4,972
		Baroda	16	190	Dehegam	23	1,303	Rakhial	7	1,113
		Baroda	23	2,008	Rakhial	23	2,688	Rakhial	...	680
		Baroda	24	3,988	Rakhial	25	1,518	Rakhial	...	2,810
		Baroda	26	1,608	Rakhial	27	3,987	Rakhial	1	2,379
		Mahi Kantha	11	1,153	Dabhora	16	196	Dehegam	4	4,317
		Mahi Kantha	23	1,303	Rakhial	23	2,008	Rakhial	...	705
		Mahi Kantha	23	2,688	Rakhial	24	3,988	Rakhial	1	1,300
		Mahi Kantha	25	1,518	Rakhial	26	1,608	Rakhial	1	90
		Mahi Kantha	31	1,268	Talod	32	2,378	Talod	1	1,110
		Mahi Kantha	53	116	Ahmadnagar	54	3,115	Ahmadnagar	1	2,999
								TOTAL	20	1,355
								Carried over	1,487	4,424

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	COMMENCES AT: Distance from Mehsána Junction. Miles.	Feet.	COMMENCES AT: Nearest railway station.	ENDS AT: Distance from Mehsána Junction. Miles.	Feet.	ENDS AT: Nearest railway station.	Intermediate length. Miles.	Feet.
	METRE GAUGE—*continued.*							Brought forward	1,487	4,424
LXIII	THE GAEKWAR'S MEHSÁNA— MEHSÁNA TO VIRAMGÁM.	Baroda . .	...		Mehsána . .	10	790	Jhotana . .	10	790
		Kotosan and Ijpura estates (Mahi Kántha Agency).	10	790	Jhotana .	12	4,115	Jhotana . .	2	3,225
	MEHSÁNA TO PÁTAN	Baroda . .	...		Mehsána .	24	3,680	Pátan . .	24	3,680
	MEHSÁNA TO KHERÁLU.	Baroda . .	...		Mehsána .	27	3,140	Kherálu . .	27	3,140
								TOTAL .	65	275
			Distance from Miraj Junction.			Distance from Miraj Junction.				
LXV	KOLHÁPUR . .	Miraj . .	...		Miraj . .	3	2,112	Miraj . .	3	2,112
		Kolhápur . .	5	2,323	Shirol Road .	29	1,056	Kolhápur . .	23	4,013
								TOTAL .	27	845
			Distance from Yesvantpur.			Distance from Yesvantpur.				
LXVI	YESVANTPUR-MYSORE FRONTIER.	Mysore . .	...		Yesvantpur .	51	1,848	Dod Kurugod .	51	1,848
			Distance from Mysore.			Distance from Mysore.				
LXVII	MYSORE-NANJANGÚD	Mysore . .	...		Mysore . .	15	3,815	Nanjangúd .	15	3,815
			Distance from Birur.			Distance from Birur.				
LXVIII	BIRUR-SHIMOGA .	Mysore . .	...		Birur . .	37	5,155	Shimoga . .	37	5,155
LXXII	JODHPUR-BIKANER—		Distance from Kuchámán Road.			Distance from Kuchámán Road.				
	KUCHÁMAN ROAD TO BARMER.	Jodhpur . .	...		KuchámanRoad	267	...	Barmer . .	267	...
	LÚNI JUNCTION TO MARWAR RAILWAY JUNCTION.	Jodhpur . .	157	...	Lúni Junction .	201	...	Marwar Railway Junction.	44	...
	BALOTRA TO PACHPADRA.	Jodhpur . .	207	...	Balotra . .	217	...	Pachpadra .	10	...
	MERTA ROAD TO DULMERA.	Jodhpur and	73	...	Merta Road .	132	2,640	Bhagu . .	59	2,640
		Bikaner . .	132	2,640	Bhagu . .	218	...	Dulmera . .	85	2,640
	GIGASAR TO PALANA.	Bikaner . .	160	...	Gigasar .	169	2,640	Palana . .	9	2,640
			Distance from Chitorgarh.			Distance from Chitorgarh.		TOTAL .	475	2,640
LXXIII	UDAIPUR-CHITOR	Meywar .	1	3,575	Berach, near Chitorgarh.	68	2,595	Udaipur . .	*66	4,300
			Distance from Bhávnagar Bandar.			Distance from Bhavnagar Bandar.				
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR— BHÁVNAGAR TO WADHWÁN.	Bhávnagar .	...		Bhávnagar .	3	3,900	Bhávnagar Para .	3	3,900
		Bhávnagar .	5	1,500	Bhávnagar Para	9	2,920	Vartej . .	4	1,420
		Shampura Girassia	9	2,920	Vartej .	10	4,380	Vartej . .	1	1,460
		Bhávnagar .	10	4,380	Vartej . .	11	300	Vartej . .	...	1,200
		Bhojapura Girassia	11	300	Vartej . .	11	2,500	Sihor . .	...	2,200
		Bhávnagar .	11	2,500	Sihor . .	18	1,900	Songad . .	6	4,680
		Songad Girassia .	18	1,900	Songad . .	19	3,380	Songad . .	1	1,480
		Bhávnagar .	19	3,380	Songad . .	25	2,900	Sanoshra . .	5	4,800
		Vaori Girassia .	25	2,900	Sanoshra .	28	1,800	Sanoshra . .	2	4,180
		Bhávnagar .	28	1,800	Sanoshra .	32	3,360	Dhola . .	4	1,560
		Wangdra Girassia	32	3,360	Dhola . .	33	1,850	Dhola . .	...	3,770
		Bhojavadar Girassia	33	1,850	Dhola . .	35	3,100	Dhola . .	2	1,250
		Chabharia Girassia	35	3,100	Dhola . .	38	1,200	Ujalváv . .	2	3,380
		Bhávnagar .	38	1,200	Ujalváv .	38	2,700	Ujalváv . .	...	1,500
		Ramanka Girassia	38	2,700	Ujalváv .	39	2,950	Ujalváv . .	1	250
		Chitravad Girassia	39	2,950	Ujalváv .	40	4,280	Ujalváv . .	1	1,330
		Alampura Girassia under Chamardi Thana . .	40	4,280	Ujalváv .	43	2,700	Ningála . .	2	3,700
		Vala . .	43	2,700	Ningála . .	44	1,550	Ningála . .	...	4,130
		Ishwaria Girassia under Baroda State . .	44	1,550	Ningála .	44	2,400	Ningála . .	...	850
		Bhávnagar .	44	2,400	Ningála . .	60	4,420	Botád . .	16	2,020
		Chuda . .	75	1,360	Ránpur . .	82	2,100	Chuda . .	7	740
		Karol . .	82	2,100	Chuda . .	85	20	Chuda . .	2	3,200
		Limbdi . .	85	20	Chuda . .	93	1,530	Limbdi . .	8	1,510
		Wadhwán . .	93	1,530	Limbdi . .	104	1,600	Wadhwán City .	11	70
									88	1,780
								Carried over .	88	1,780
									2,227	2,182

* In addition to the line between the two points whose distances from Chitorgarh station are shown above, the Udaipur-Chitor railway has a separate station and station yard at Chitorgarh.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed: Names of states.	Commences at: Distance from Bhavnagar-Bandar. Miles.	Commences at: Distance from Bhavnagar-Bandar. Feet.	Commences at: Nearest railway station.	Ends at: Distance from Bhavnagar-Bandar. Miles.	Ends at: Distance from Bhavnagar-Bandar. Feet.	Ends at: Nearest railway station.	Intermediate length. Miles.	Intermediate length. Feet.
	METRE GAUGE—*contd.*		Miles.	Feet.		Miles.	Feet.		Miles.	Feet.
LXXIV	Bhávnagar-Gondal-Junágád-Porbandar—*concluded.*							Brought forward	2,227	2,182
									88	1,780
	Dhola to Porbandar.	Bhávnagar	32	...	Dhola	32	4,820	Dhola	...	4,820
		Wangdra Girassia	32	4,820	Dhola	33	500	Dhola	...	960
		Bhojavadar Girassia	33	500	Dhola	34	880	Dhola	1	380
		Bhávnagar	34	880	Dhola	34	1,100	Dhola	...	220
		Ingorala Girassia under Songad Thana	34	1,100	Dhola	37	850	Jália	2	5,030
		Limbda Girassia	37	850	Jália	40	2,000	Jália	3	1,150
		Jália Girassia	40	2,000	Jália	41	1,000	Jália	...	4,280
		Bhávnagar	41	1,000	Jália	47	1,350	Dhasa	6	350
		Baroda	47	1,350	Dhasa	54	4,900	Láthi	7	3,550
		Láthi	54	4,900	Láthi	58	2,520	Láthi	3	2,900
		Jetpur	58	2,520	Láthi	63	480	Chital	4	3,240
		Baroda	63	480	Chital	65	100	Chital	1	4,900
		Jetpur	65	100	Chital	70	3,620	Chital	5	3,520
		Kotda Pitha	70	3,620	Chital	73	2,930	Luni-dhár	2	4,590
		Jetpur	73	2,930	Luni-dhár	78	1,700	Luni dhár	4	4,050
		Junágad	78	1,700	Luni-dhár	78	3,950	Luni-dhár	...	2,250
		Jetpur	78	3,950	Luni-dhár	87	5,110	Kunkávāv	9	1,160
		Junágad	87	5,110	Kunkávāv	91	3,860	Khákharya	3	4,030
		Jetpur	91	3,860	Khákharya	94	2,400	Khákharya	2	3,820
		Junágad	94	2,400	Khákharya	96	800	Vávdi	1	3,680
		Bantwa	96	800	Vávdi	96	4,500	Vávdi	...	3,700
		Junágad	96	4,500	Vávdi	97	1,420	Vávdi	...	2,200
		Bantwa	97	1,420	Vávdi	98	1,660	Vávdi	1	240
		Junágad	98	1,660	Vávdi	101	4,700	Vávdi	3	3,040
		Jetpur	101	4,700	Vávdi	110	3,100	Jetalsar	8	3,680
		Gondal	110	3,100	Jetalsar	112	4,100	Jetalsar	2	1,000
		Junágad	112	4,100	Jetalsar	117	1,200	Dhoraji	4	2,380
		Gondal	117	1,200	Dhoraji	151	2,330	Jám Jodhpur	34	1,130
		Navanagar	151	2,330	Jám Jodhpur	173	300	Sakhpur	21	3,250
		Porbandar	173	300	Sakhpur	189	5,150	Porbandar	16	4,850
			Distance from Jetalsar Junction.			Distance from Jetalsar Junction.			157	5,150
	Jetalsar to Verával	Gondal	...		Jetalsar	1	4,670	Jetalsar	1	4,670
		Jetpur	1	4,670	Jetalsar	4	2,055	Choki	2	2,665
		Gondal	4	2,055	Choki	4	3,610	Choki	...	1,555
		Junágad	4	3,610	Choki	40	5,010	Keshod	36	1,400
		Mangrol	40	5,010	Keshod	47	1,050	Mália	6	1,320
		Junágad	47	1,050	Mália	67	980	Verával	19	5,210
									67	980
								Total	313	2,630
LXXV	Jetalsar Rájkot	Gondal	...		Jetalsar	...	4,400	Jetalsar	...	4,400
		Junágad	...	4,400	Jetalsar	4	1,590	Navagadh	3	2,470
		Jetpur	4	1,590	Navagadh	8	3,400	Virpur	4	1,810
		Virpur	8	3,400	Virpur	12	5,165	Virpur	4	1,765
		Gondal	12	5,165	Virpur	27	4,040	Gondal	14	4,155
		Kotra Sangani	27	4,040	Gondal	31	3,970	Ribda	3	5,210
		Gondal	31	3,970	Ribda	34	20	Ribda	2	1,330
		Shahpur	34	20	Ribda	36	2,300	Ribda	2	2,280
		Gadhka	36	2,300	Ribda	36	4,975	Ribda	...	2,675
		Lodhika	36	4,975	Ribda	37	225	Ribda	...	530
		Gadhka	37	225	Ribda	38	2,570	Ribda	1	2,345
		Lodhika	38	2,570	Ribda	38	3,040	Ribda	...	470
		Kankashiali	38	3,040	Ribda	39	2,610	Ribda	...	4,850
		Kotaria	39	2,610	Ribda	42	2,600	Rájkot Para	2	5,270
		Rájkot	42	2,600	Rájkot Para	45	3,100	Rájkot Para	3	500
		Rájkot	45	3,700	Rájkot Para	45	4,800	Rájkot	...	1,100
			Distance from Rájkot Junction.			Distance from Rájkot Junction.		Total	45	4,200
LXXVI	Jámnagar	Rájkot	0	1,130	Rájkot	3	3,060	Rájkot	3	1,930
		Pal	3	3,060	Rájkot	4	5,130	Rájkot	1	2,070
		Rájkot	4	5,130	Rájkot	6	3,020	Rájkot	1	2,890
		Nawanagar	6	3,020	Rájkot	15	5,000	Paddhari	9	1,980
		Dhrol	15	5,000	Paddhari	19	4,580	Paddhari	3	4,580
		Nawanagar	19	4,580	Paddhari	25	3,350	Hadmatia	5	3,770
		Jalia	25	3,350	Hadmatia	29	4,130	Wanthali	4	780
		Nawanagar	29	4,130	Wanthali	50	1,000	Jámnagar	20	1,870
								Total	49	4,030
								Carried over	2,633	2,732

APPENDIX F—*concluded.*

Table of railways constructed in, or traversing, native states—concluded.

Classification No.	Railway.	Names of states. (Native States Traversed)	Commences at — Distance from Wadhwan Junction: Miles	Feet	Commences at — Nearest railway station	Ends at — Distance from Wadhwan Junction: Miles	Feet	Ends at — Nearest railway station	Intermediate length: Miles	Feet
			Miles.	Feet.		Miles.	Feet.		Miles.	Feet.
	METRE GAUGE—*concld.*							Brought forward	2,633	2,732
LXXVII	DHRANGADRA	Wadhwan	...	1,200	Wadhwan	...	2,350	Wadhwan	...	1,150
		Doodhrej	...	2,350	Wadhwan	4	1,030	Wadhwan	3	3,960
		Wadhwan	4	1,030	Wadhwan	7	3,390	Sitha	3	2,360
		Dhrangadra	7	3,390	Dhrangadra	20	4,400	Dhrangadra	13	1,010
									20	3,200
								TOTAL METRE GAUGE.	2,657	402
	SPECIAL GAUGE.		Distance from Bársi Road.			Distance from Bársi Road.				
LXXXVII	BARSI LIGHT (2' 6")	Hyderabad	8	800	Mahisgaon	14	2,170	Uplai	6	1,370
XCV	THE GAEKWAR'S DABHOI—(2' 6" gauge).		Distance from Miyagam Junction.			Distance from Miyagam Junction.				
	MIYÁGÁM TO BODELI.	Baroda	...		Miyágám	42	1,051	Bodeli	42	1,051
			Distance from Vishvámitri Junction.			Distance from Vishvámitri Junction.				
	VISHVAMITRI TO PADRA.	Baroda	...		Vishvamitri	7	750	Padra	7	750
	VISHVÁMITRI TO CHÁNDOD.	Baroda	...		Vishvámitri	26	2,010	Ten Taláv	26	2,010
		Sankheda Mewas (Rewa Kántha Agency).	26	2,010	Ten Taláv	29	3,000	Chándod	3	990
									36	3,750
								TOTAL	78	4,801
			Distance from Anklesvar Junction.			Distance from Anklesvar Junction.				
XCVI	RAJPIPLA	Rajpipla	6	1,934	Kharchi	37	1,961	Nowdod temporary station.	31	27
			Distance from Gitaldaha ghât.			Distance from Gitaldaha ghât.				
XCVIII	COOCH BEHAR	Cooch Behar	...		Gitaldaha ghât	33	3,854	South bank of Kaljani river.	33	3,854
			Distance from Wadhwán Junction.			Distance from Wadhwan Junction.				
XCIX	MORVI	Wadhwán	1	...	Wadhwán	2	1,440	Wadhwán	1	1,440
		Kherali	2	1,440	Wadhwán	4	1,440	Wadhwán	2	...
		Múli	4	1,440	Wadhwán	19	192	Múli	14	4,032
		Sáyla	19	192	Múli	31	2,280	Dolia	12	2,088
		Chotila	31	2,280	Dolia	33	72	Thán	1	3,072
		Lakhtar	33	72	Thán	42	408	Thán	9	336
		Vánkáner	42	408	Thán	59	3,420	Vánkáner	17	3,012
		Morvi	59	3,420	Vánkáner	67	1,118	Morvi	7	2,978
	RÁJKOT BRANCH	Vánkáner	51	4,800	Vánkáner	64	3,000	Sindhávadar	12	3,480
		Dhrol	64	3,000	Sindhávadar	65	3,168	Sindhávadar	1	168
		Kothāriá	65	3,168	Sindhávadar	70	1,248	Kothāriá	4	3,360
		Gavaridar	70	1,248	Kothāriá	73	3,384	Rájkot	3	2,136
		Rájkot	73	3,384	Rájkot	77	1,728	Rájkot	3	4,838
								TOTAL	91	4,540
								TOTAL SPECIAL GAUGE.	241	4,032
								TOTAL ALL GAUGES	5,633	3,654

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

Main head and sub-head.	STANDARD — STATE LINES CONSTRUCTED — PATNA-GYA. (a) (57·00 Miles.) Half-year ending 30th June 1879. Total of each main or sub-head.	Cost per mile open.	DHOND-MANMÁD. (145·50 Miles.) Half-year ending 30th June 1878. Total of each sub-head.	Cost per mile open.	LATE PUNJAB NORTHERN. (c) & (d) (445·50 Miles.) Half-year ending 30th June 1884. Total of each sub-head.	Cost per mile open.	LATE INDUS VALLEY. (c) (651·00 Miles.) Half-year ending 30th June 1882. Total of each sub-head.	Cost per mile open.	SIND-SAGAR (EASTERN SECTION). (c) (62·50 Miles.) Half-year ending 30th June 1887. Total of each main head.	Cost per mile open.
	R	R	R	R	R	R	R	R	R	R
I.—Preliminary expenses—	6,719	118							9	...
1. Survey expenses	...	...	22,545	155	3,32,996	748	8,01,429	1,231	...	...
2. Plant	...	...	580	4	14,819	33	60,113	92	...	...
3. Establishment	...	...	1,02,983	708	7,44,629	1,671	4,39,765	676	...	...
II.—Land	56,396	989	30,359	209	8,33,486	1,871	3,17,344	487	31,912	510
III.—Formation—										
1. Earthwork	1,95,559	3,431	9,47,608	6,513	77,23,050	17,336	66,23,820	10,175		
2. Tunnels	...	...	...	...	8,94,570	2,008	...	...		
IV.—Bridgework—										
1. Large bridges	95,581	1,767	57,175	393	1,91,97,672	43,092	1,33,42,769	20,496	1,44,122	2,306
2. Minor bridges	1,47,443	2,587	14,285	98	20,00,858	4,491	35,06,507	5,386		
V.—Fencing, &c.—										
1. Fencing	826	14	115	1	4,62,226	1,038	1,16,785	179		
2. Road crossings } 3. Mile and gradient posts }	13,096	230	1,191	8	2,78,277	625	3,36,679	517		
VI.—Electric telegraph	...	...	...	...	17,190	38	68,011	105	...	...
VII.—Ballast and permanent-way—									11,16,158	17,858
1. Ballast	25,001	439	2,63,541	1,811	26,55,233	5,960	45,61,663	7,007	...	...
2. Permanent-way	15,15,140	26,581	36,47,121	25,066	1,49,90,892	33,650	2,13,70,858	32,828	...	...
VIII.—Stations and buildings—									1,14,236	1,828
1. Stations and offices	84,814	1,488	22,043	151	21,94,900	4,927	14,39,731	2,212	...	...
2. Workshops, store buildings, &c.	2,056	36	1,107	8	8,24,816	1,851	8,14,428	1,251	...	...
3. Staff quarters	35,492	623	25,512	175	16,05,655	3,604	21,14,409	3,248	...	...
4. Station machinery	63,657	1,116	36,915	254	15,43,374	3,464	15,88,816	2,440	...	...
IX.—Plant—									7,389	118
1. Engineering	33,612	590	1,00,897	693	25,25,391	5,669	15,39,389	2,365	...	...
2. Locomotive	...	...	...	...	4,25,579	955	30,669	47	...	...
3. Carriage and wagon	2,322	41	...	...	3,385	8	22,946	35	...	...
4. Station and office furniture.	9,825	172	5,351	37	2,02,503	454	2,93,527	451	...	...
X.—Ferries, &c.—										
1. Ferries } 2. Floating bridges }	...	...	...	...	...	...	4,19,789	645	...	...
XI.—Rolling stock—									2,50,408	4,007
1. Locomotive	...	...	1,64,427	1,130	26,03,789	5,845	40,44,662	6,213	...	...
2. Carriage and wagon	28,924	507	98,165	675	46,32,359	10,398	67,24,473	10,329	...	...
XII.—General charges—									9,977	160
1. Direction or general	47,115	826	31,376	216	12,09,163	2,714	14,85,028	2,281	...	...
2. Engineering	96,080	1,686	2,12,084	1,457	35,39,430	7,945	43,50,510	6,683	...	...
3. Stores	24,619	432	37,577	258	6,46,970	1,452	6,97,198	1,071	...	...
4. Audit and account	12,231	215	21,294	167	4,55,550	1,022	4,38,078	673	...	...
5. Medical and sanitation	862	15	14,690	101	1,15,691	260	2,38,306	366	...	...
Loss by Exchange	...	...	...	...	...	...	...	...	91,170	1,459
Total	(b) 24,97,130	(b) 43,809	(b) 58,60,956	(b) 40,281	(b) 7,25,48,225	(b) 1,62,847	(b) 7,76,88,880	(b) 1,19,337	(e) 17,65,381	(e) 28,246

(a) Now amalgamated with the East Indian railway.
(b) Less receipts on capital account.
(c) Now amalgamated with the North Western State railway.
(d) Including 62·25 miles of metre-gauge line from Lála Músa to Bhera since converted to the standard gauge, and 0·50 miles of a branch line from Miani to Khewra, which has since been abandoned. The cost of conversion of the former is shown in the first column of the Sind-Sagar (Eastern section).

G.

end of the half-year in which the last open section of each separate project was completed.

GAUGE.

BY THE STATE.

SIND-SAGAR (WESTERN SECTION). (e) (314·80 Miles.) Half-year ending 31st December 1887.		NORTH WESTERN (PISHIN SECTION). (454·82 Miles.) (f) Half-year ending 30th June 1892.		AMRITSAR-PATHÁNKOT. (c) (64·79 Miles.) Half-year ending 31st December 1884.		KOTRI-ROHRI CHORD LINE. (178·00 Miles.) Half-year ending 31st December 1896.		MUSHKAF-BOLAN. (86·74 Miles.) Half-year ending 30th June 1897.		Main head and sub-head.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	
R	R	R	R	R	R	R	R	R	R	
75,953	242	6,78,138	1,491			1,18,244	664			I.—Preliminary expenses—
...	...	...	...	6,131	95	...	...	12,592	145	1. Survey expenses.
...	...	...	...	...	...	...	...	3,229	37	2. Plant.
...	...	...	...	38,238	590	...	...	28,333	327	3. Establishment.
2,30,637	733	2,45,157	539	1,78,635	2,757	1,45,286	816	5,961	69	II.—Land.
		2,41,38,336	53,072			10,17,068	5,714			III.—Formation—
		...	...	4,10,038	6,329	...	...	31,27,574	36,057	1. Earthwork.
		...	...	...	...	...	...	36,34,499	41,901	2. Tunnels.
		1,65,91,496	36,479			16,52,437	9,283			IV.—Bridgework—
40,28,071	12,808	...	...	4,40,982	6,806	...	...	52,71,919	60,778	1. Large bridges.
		...	...			...	...	20,87,495	24,066	2. Minor bridges.
		3,83,099	842			28,505	160			V.—Fencing, &c.—
		...	...	1,19,272	1,841	...	...	417	5	1. Fencing.
		...	...	22,208	343	...	...	3,870	45	2. Road crossings.
										3. Mile and gradient posts.
...	...	48,688	107	6,694	103	...	...	13,108	151	VI.—Electric telegraph.
90,55,497	28,793	2,32,76,018	51,176			47,38,257	26,619			VII.—Ballast and permanent-way—
...	...	...	...	7,53,084	11,623	...	...	2,64,017	3,044	1. Ballast.
...	...	...	...	21,03,253	32,463	...	...	27,27,073	31,440	2. Permanent-way.
11,26,231	3,581	57,48,891	12,640			5,52,007	3,101			VIII.—Stations and buildings—
...	...	...	...	2,56,155	3,954	...	...	1,12,522	1,297	1. Stations and offices.
...	...	...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	1,10,046	1,698	...	...	2,01,626	2,324	3. Staff quarters.
...	...	...	...	1,74,868	2,699	...	...	6,01,690	6,937	4. Station machinery.
2,65,822	845	18,19,924	4,002			10,968	62			IX.—Plant—
...	...	...	...	2,435	38	...	...	−904	−10	1. Engineering.
...	...	...	...	...	...	...	...	2,750	32	2. Locomotive.
...	...	...	...	...	...	...	...	−300	−3	3. Carriage and wagon.
...	...	...	...	33,985	525	...	...	9,141	105	4. Station and office furniture
8,628	27									X.—Ferries, &c.—
...	...	...	...	...	...	...	...	..	...	1. Ferries.
										2. Floating bridges.
15,47,971	4,922	74,15,587	16,305			2,21,435	1,244			XI.—Rolling stock—
...	...	...	...	1,33,402	2,059	...	...	8,40,102	9,685	1. Locomotive.
...	...	...	...	2,94,958	4,553	...	...	245	3	2. Carriage and wagon.
6,16,151	1,959	38,79,814	8,531			7,11,785	3,999			XII.—General charges—
...	...	...	...	1,38,330	2,135	...	...	2,51,360	2,898	1. Direction or general.
...	...	...	...	...	...	...	...	8,12,449	9,366	2. Engineering.
...	...	...	...	...	...	...	...	1,63,580	1,886	3. Stores.
...	...	...	...	...	...	...	...	99,908	1,152	4. Audit and account.
...	...	...	...	...	...	...	...	1,27,691	1,472	5. Medical and sanitation.
12,11,660	3,853	27,76,730	6,105	...	...	...	...	...	...	Loss by Exchange.
1,81,66,621	57,763	8,70,01,879	1,91,289	(b) 52,19,922	(b) 80,567	(g) 87,22,303	49,002	2,04,01,947	2,35,209	Total.

(e) Cost of conversion of Lála Músa-Bhera section.
(f) Including 98·67 miles of the Quetta loop line.
(g) Less R4,73,689, being the expenditure on the Indus Bridge division under construction, which cannot be deducted from the several main heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end of the

STANDARD

STATE LINES CONSTRUCTED

Main head and sub-head.	Mari-Attock (74·03 Miles.) Half-year ending 30th June 1899. Total of each main head.	Mari-Attock Cost per mile open.	Jammu and Kashmir (British section). (a) (9·49 Miles.) Half-year ending 30th June 1890. Total of each main head.	Jammu and Kashmir Cost per mile open.	Wardha Coal. (46·50 Miles.) (b) Half-year ending 31st December 1877. Total of each sub-head.	Wardha Coal Cost per mile open.	Dildárnagar-Gházipur. (e) (12·00 Miles.) Half-year ending 31st December 1880 Total of each sub-head.	Dildárnagar-Gházipur Cost per mile open.	Hyderabad-Shadipalli. (58·91 Miles.) Half-year ending 31st December 1892. Total of each main head.	Hyderabad-Shadipalli Cost per mile open.
	R	R	R	R	R	R	R	R	R	R
I.—Preliminary expenses—	3,79,152	5,060	4,642	547					36,345	617
1. Survey expenses	...	...	...	...	84,737	1,822	2,218	185	...	...
2. Plant	..	...	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	6,905	149	...	...	...	...
II.—Land	2,02,766	2,706	7,327	863	3,866	83	4,048	337	18,499	314
III.—Formation—	55,99,779	74,733	7,865	926					1,35,845	2,306
1. Earthwork	...	...	...	...	3,07,132	6,605	22,207	1,851	...	...
2. Tunnels	...	...	...	...	...	...	...	...	...	...
IV.—Bridgework—	46,91,482	62,612	5,635	664					2,74,256	4,656
1. Large bridges	...	...	...	...	10,06,784	21,651	26,674	2,223	...	...
2. Minor bridges	...	...	...	...	...	...	27,399	2,283	...	...
V.—Fencing, &c.—	8,361	112	3,357	395					18,815	319
1. Fencing	...	...	...	...	1,96,595	4,228	2,992	249	...	...
2. Road crossings }	...	...	...	...	28,067	604	177	15	...	...
3. Mile and gradient posts }										
VI.—Electric telegraph	...	...	...	...	1,382	30	...	...	...	...
VII.—Ballast and permanent-way—	26,64,066	35,554	1,64,457	19,371					8,41,011	14,276
1. Ballast	...	...	...	...	3,05,050	6,560	46,135	3,845	...	...
2. Permanent-way	...	...	...	...	17,30,803	37,222	3,01,381	25,115	...	...
VIII.—Stations and buildings—	4,76,866	6,364	31,436	3,703					1,38,523	2,351
1. Stations and offices	...	...	...	...	91,647	1,971	29,965	2,497	...	...
2. Workshops, store buildings, &c.	...	...	...	...	1,330	29	...	...	...	...
3. Staff quarters	...	...	...	...	76,166	1,638	3,343	279	...	...
4. Station machinery	...	..	...	...	1,61,954	3,483	34,911	2,909	...	...
IX.—Plant—	11,065	148	1,258	148					16,665	283
1. Engineering	...	...	...	...	1,50,776	3,242	4,388	365	...	...
2. Locomotive	...	...	...	...	20,198	434	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...	...	...
4. Station and office furniture.	...	...	...	...	3,708	80	888	74	...	...
X.—Ferries, &c.—									25,334	430
1. Ferries }	...	...	...	...	...	...	...	...	...	...
2. Floating bridges }										
XI.—Rolling stock—	7,000	93							7,056	120
1. Locomotive	...	...	...	...	} 3,025	65 {	...	...	...	...
2. Carriage and wagon	...	...	...	...			...	...	...	...
XII.—General charges—	9,52,602	12,713	15,144	1,784					1,05,048	1,783
1. Direction or general	...	...	...	...	68,206	1,469	13,018	1,160	...	...
2. Engineering	...	...	...	...	2,93,965	6,322	37,992	3,166	...	...
3. Stores	...	...	..	...	23,015	495	1,360	113	...	...
4. Audit and account	...	...	...	...	35,405	761	3,419	285	...	...
5. Medical and sanitation	...	...	...	...	4,265	92	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...	...	...
Total	1,49,93,139	2,00,095	2,41,121	28,401	(c) & (d) 45,99,360	(c) 98,911	5,63,415	46,951	16,17,397	27,455

(a) Funds were provided by the Government of India, but the line was constructed by the Kashmir Darbar.
(b) Including 1½ miles to pit's mouth.
(c) Less receipts on capital account.
(d) Difference due to the credit under the head "Contingencies" not having been deducted from any of the main heads.
(e) Now amalgamated with the East Indian railway.

G—*continued*.

***half-year in which the last open section of each separate project was completed*—contd.**

GAUGE—*contd*.

BY THE STATE—*concld*.

OUDH AND ROHILKHAND STATE. (Lucknow-Rae Bareli section.) (48·56 Miles.) Half-year ending 31st December 1893. Total of each main head.	Cost per mile open.	(Bareilly-Moradabad section.) (54·72 Miles.) Half-year ending 30th June 1894. Total of each sub-head.	Cost per mile open.	(Najibabad-Kotdwara branch.) (15·19 Miles.) Half-year ending 31st December 1896. Total of each main head.	Cost per mile open.	(Lucknow-Rae Bareli-Benares chord.) (138·39 Miles.) Half-year ending 30th June 1898. Total of each main head.	Cost per mile open.	EAST COAST STATE. (539·78 Miles.) Half-year ending 30th June 1897. Total of each main head.	Cost per mile open.	Main head and sub-head.
R	R	R	R	R	R	R	R	R	R	
50,046	1,031			2,878	190	52,844	381	3,49,717	649	I.—Preliminary expenses—
...	...	7,062	146	...	...	...	...	...	...	1. Survey expenses.
...	...	3,364	61	...	...	...	...	...	...	2. Plant.
...	...	13,625	249	...	...	...	...	...	...	3. Establishment.
61,748	1,272	1,33,803	2,445	2,494	164	2,59,385	1,874	15,59,587	2,895	II.—Land.
1,08,931	2,243			32,874	2,164	3,86,033	2,789	59,59,562	11,061	III.—Formation—
...	...	3,71,344	6,786	...	...	...	...	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	...	...	2. Tunnels.
2,92,546	6,024			49,361	3,250	7,98,159	5,767	34,26,835	24,921	IV.—Bridgework—
...	...	32,49,857	59,391	...	...	...	...	...	...	1. Large bridges.
...	...	1,58,862	2,903	...	...	...	...	...	...	2. Minor bridges.
1,47,563	3,039			2,754	181	3,92,440	2,836	3,86,130	717	V.—Fencing, &c.—
...	...	1,73,153	3,164	...	...	...	...	...	...	1. Fencing.
...	...	62,400	1,140	...	...	...	...	...	...	2. Road crossings.
		618	11							3. Mile and gradient posts.
...	...	...	...	...	...	...	...	...	...	VI.—Electric telegraph.
14,28,209	29,411			1,80,490	11,882	44,83,184	32,395	1,79 47,761	33,312	VII.—Ballast and permanent-way—
...	...	8,41,877	15,385	...	...	...	...	...	...	1. Ballast.
...	...	19,75,192	35,365	...	...	...	...	...	...	2. Permanent-way.
1,94,880	4,013			39,939	2,629	6,72,376	4,859	29,72,056	5,516	VIII.—Stations and buildings—
...	...	1,89,877	3,470	...	...	...	...	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	1,33,134	2,433	...	...	...	...	...	...	3. Staff quarters.
...	...	1,69,563	3,100	...	...	...	...	...	...	4. Station machinery.
7,153	147			4,919	324	70,091	506	7,94,667	1,475	IX.—Plant—
...	...	7,450	136	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	10,500	192	...	...	...	...	...	...	4. Station and office furniture.
								4,86 495	903	X.—Ferries, &c.—
...	...	...	...	...	...	...	...	...	...	1. Ferries.
										2. Floating bridges.
								72,89,328	13,529	XI.—Rolling stock—
(f)	(f)	...	...	...	...	...	...	...	..	1. Locomotive.
		1,92,155	3,512	...	...	...	..	...	...	2. Carriage and wagon.
1,16,461	2,398			8,441	556	3,73,788	2,701	35,58,110	6,604	XII.—General charges—
...	...	28,035	512	...	...	...	...	...	...	1. Direction or general.
...	...	2,21,701	4,051	...	...	...	...	...	...	2. Engineering.
...	...	28,372	519	...	...	...	...	...	...	3. Stores.
...	...	12,504	229	...	..	...	...	...	...	4. Audit and account.
...	...	8,411	154	...	...	...	...	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	...	...	Loss by Exchange.
24,07,537	49,578	79,53,759	1,45,354	3,24,153	21,340	74,88,300	54,108	5,47,30,248	1,01,582	Total.

(*f*) Cost of rolling stock not available.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end

STANDARD

STATE LINES CONSTRUCTED

Main head and sub-head.	Ennur-Bezwada section (251·10 Miles) Half-year ending 30th June 1899.		Patri. (a) (22·13 Miles.) Half-year ending 30th June 1873.		Bengal-Nágpur. (860·88 Miles.) (b) Half-year ending 30th June 1893.		Indian Midland.(d) (796·25 Miles.) Half-year ending 30th June 1899.		Godhra-Rutlam. (115·50 Miles.) Half-year ending 31st December 1894.	
	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	R	R	R	R	R	R	R	R	R	R
I.—Preliminary expenses—	1,53,902	605	9,008	407	14,96,327	1,738	9,95,314	1,250	1,71,597	1,486
1. Survey expenses	...	...	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...	...	...
II.—Land	4,87,298	1,918	23,812	1,076	5,97,139	694	9,02,034	1,133	16,529	143
III.—Formation—	22,79,808	8,972	...	...	1,38,48,881	16,087	98,47,778	12,368	56,31,642	48,759
1 Earthwork	...	...	51,955	2,348	...	...	...	...	...	...
2. Tunnels	...	...	...	...	...	...	...	...	...	...
IV.—Bridgework—	54,57,457	21,477	...	...	1,82,52,649	21,202	2,35,50,592	29,577	35,93,295	31,111
1. Large bridges	...	...	} 1,00,959	4,562 }	...	...	...	...	...	...
2. Minor bridges	...	...			...	...	...	...	...	...
V.—Fencing, &c.—	1,25,441	494	...	...	3,52,743	410	26,05,399	3,272	1,94,033	1,680
1. Fencing	...	...	...	...	...	...	...	...	...	...
2. Road crossings }	} ...	...	1,936	87	...	...	...	...	...	...
3. Mile and gradient posts }										
VI.—Electric telegraph	...	...	17,326	783	...	...	16,454	20	160	1
VII.—Ballast and permanent-way—	89,45,897	35,206	...	...	3,02,71,488	35,163	3,34,33,375	41,988	36,67,349	31,752
1. Ballast	...	...	49,893	2,255	...	...	...	...	...	...
2. Permanent-way	...	...	4,65,947	21,055	...	...	...	...	...	...
VIII.—Stations and buildings—	13,83,803	5,446	...	...	62,39,146	7,247	83,89,309	10,536	9,22,608	7,988
1. Stations and offices	...	...	4,999	226	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	11,568	523	...	...	...	...	...	...
3. Staff quarters	...	...	11,102	506	...	...	...	...	...	...
4. Station machinery	...	...	7,380	333	...	...	...	...	...	...
IX.—Plant—	3,80,099	1,496	...	...	16,49,409	1,916	12,67,425	1,592	29,352	254
1. Engineering	...	...	375	17	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...	...	...
4. Station and office furniture.	...	...	...	...	...	...	...	...	...	...
X.—Ferries, &c.—										
1. Ferries }	} ...	...	...	...	...	...	...	...	...	...
2. Floating bridges }										
XI.—Rolling stock—	22,63,810	8,909	...		1,50,06,497	17,431	...	...	...	...
1. Locomotive	...	...	...	...	...	...	43,50,835	5,464	...	...
2. Carriage and wagon	...	...	...	...	...	...	88,02,459	11,130	...	...
XII.—General charges—	17,99,681	7,082	...		57,60,667	6,692	(e) 42,94,144	(e) 5,393	6,65,223	5,759
1. Direction or general	...	...	...	...	...	...	...	...	...	...
2. Engineering	...	...	46,284	2,091	...	...	...	...	...	...
3. Stores	...	...	7,134	322	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...	...	...
Loss by Exchange	...	...	...	...	6,53,185	759	2,52,050	317	...	...
Total	2,32,77,196	91,606	8,09,768	36,591	(c) 9,41,28,131	1,09,339	9,87,67,168	1,24,040	1,48,91,788	1,28,933

(a) Now forms a part of the Bombay, Baroda and Central India railway.
(b) Correction of mileage. The outlay shown includes the cost of the old Nágpur-Chhattisgarh metre gauge railway, as also the cost of its conversion to the standard gauge.
(c) Excluding expenditure on Jherriah Coal and Raipur-Dhamtari surveys (R2,609).
(d) Including the Sindia railway, which was constructed by the State.
(e) Including Government supervision, audit and control, and commissions, &c., on loans.

G—*continued.*

of the half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

BY COMPANIES—*concld.*

RUTLAM-NÁGDÁ. (25·24 Miles.) Half-year ending 30th June 1896.		BEZWADA EXTENSION (21·47 Miles.) Half-year ending 30th June 1889.		LATE SIND, PUNJAB AND DELHI. (g) (663·25 Miles.) Half-year ending 31st December 1870.		OUDH AND ROHILKHAND. (691·07 Miles.) Half-year ending 31st December 1887.		WASHERMENPET-ENNÚR SECTION. (Bezwada-Madras.) (8·45 Miles.) Half year ending 30th June 1896.		Main head and sub-head.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	R	R	R	R	R	R	R	R	R	
8,587	340	15,319	714			6,84,160	990	2,263	268	I.—Preliminary expenses—
...	...	...	...	4,76,295	718	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	...	...	3. Establishment.
399	16	47,008	2,189	63,133	95	1,47,461	213	94,709	11,208	II.—Land.
1,52,158	6,029									III.—Formation—
...	...			56,60,637	8,535					1. Earthwork.
...	...			...	...					2. Tunnels.
4,60,266	18,236									IV.—Bridgework—
...	...	2,76,516	12,879	1,52,21,433	22,950	2,87,63,062	41,621	1,08,361	12,824	1. Large bridges.
...	...									2. Minor bridges.
5,869	232									V.—Fencing, &c.—
...	...			28,84,675	4,349					1. Fencing.
...	...			4,04,816	610					2. Road crossings.
										3. Mile and gradient posts.
777	31			7,08,907	1,069	46,128	67	...	...	VI.—Electric telegraph.
7,47,118	29,600	6,04,944	28,176			2,45,14,855	35,474	2,85,401	33·775	VII.—Ballast and permanent-way—
...	...	...	...	46,84,475	7,063	...	...	...	...	1. Ballast.
...	...	...	...	2,65,32,834	40,004	...	...	...	...	2. Permanent-way.
66,014	2,615	2,58,221	12,027			91,14,451	13,189	56,320	6,665	VIII.—Stations and buildings—
...	...	...	...	69,91,608	10,542	...	...	...	...	1. Stations and offices.
...	...	...	...	27,27,176	4,112	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	14,58,718	2,199	...	...	...	...	3. Staff quarters.
...	...	...	...	49,677	75	...	...	...	...	4. Station machinery.
3,804	151	8,990	419	12,61,606	1,902	19,62,808	2,840	8,653	1,024	IX.—Plant—
...	...	...	...	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	...	...	...	...	4. Station and office furniture.
										X.—Ferries, &c.—
...	...	...	...	48,98,454	7,386	...	...	...	...	1. Ferries. 2. Floating bridges.
...	...	20,384	949			1,44,51,552	20,912	...	...	XI.—Rolling stock—
...	...	...	...	58,95,340	8,888	...	...	...	...	1. Locomotive.
...	...	...	...	1,00,73,511	16,093	...	...	...	...	2. Carriage and wagon.
72,958	2,891	1,15,977	5,402	81,99,624	12,363	83,26,389	12,049	18,736	2,217	XII.—General charges—
...	...	...	...	...	...	...	...	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	...	...	Loss by Exchange.
15,17,950	60,141	(f) 13,47,359	62,755	9,87,92,919	1,48,952	8,88,68,152	1,28,595	5,74,443	67,981	Total.

(f) Including R2,164 on account of receipts on capital account, which cannot be deducted from the several main heads.
(g) Now amalgamated with the North Western State railway.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end of the

STANDARD

Main head and sub-head.	NATIVE STATE LINES CONSTRUCTED BY THE GOVERNMENT OF INDIA.							
	KHÁMGAON. (7·50 Miles.) Half-year ending 30th June 1870.		AMRAOTI. (5·50 Miles.) Half-year ending 30th June 1871.		BHOPAL-ITÁRSI. (57·11 Miles.) Half-year ending 31st December 1884.		RÁJPURA-BHÁTINDA. (107·94 Miles.) (b) Half-year ending 31st December 1889.	
	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.
	R	R	R	R	R	R	R	R
I.—Preliminary expenses—								
1. Survey expenses	369	49	1,117	203	...	...	12,112	112
2. Plant	...	...	...	...	...	...	5,976	55
3. Establishment	...	...	...	...	...	...	41,334	383
II.—Land	...	...	2,450	446	13,152	230	(c) 14,758	137
III.—Formation—								
1. Earthwork	38,542	5,139	17,926	3,259	14,66,278	25,675	2,50,841	2,407
2. Tunnels	...	...	...	...	...	...	...	...
IV.—Bridgework—								
1. Large bridges } 2. Minor bridges }	54,037	7,205					5,13,915	4,761
1. Large bridges			...	...	16,81,384	20,441		
2. Minor bridges			58,880	10,706	1,67,168	2,927		
V.—Fencing, &c.—								
1. Fencing	7,215	962	2,042	371	17,713	310	75,674	701
2. Road crossings } 3. Mile and gradient posts }	8	1	255	46	25,145	440	1,08,689	1,007
VI.—Electric telegraph*	1,247	166	1,099	200	3,340	58	...	...
VII.—Ballast and permanent-way—								
1. Ballast	18,493	2,466	14,765	2,685	1,87,035	3,275	9,65,594	8,946
2. Permanent way	2,56,936	34,258	2,58,552	47,009	14,54,617	25,470	29,28,299	27,129
VIII.—Stations and buildings—								
1. Stations and offices	7,233	964	15,412	2,802	1,12,005	1,961	3,41,696	3,166
2. Workshops, store buildings, &c.	3,277	437	634	115	...	...	7,509	70
3. Staff quarters	6,057	808	1,171	213	53,322	934	1,80,936	1,732
4. Station machinery	3,836	512	2,522	459	1,11,687	1,956	2,77,204	2,568
IX.—Plant—								
1. Engineering	3,096	413	2,636	479	3,752	66	47,910	444
2. Locomotive	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture.	76	10	176	32	2,553	45	35,644	330
X.—Ferries, &c.—								
1. Ferries } 2. Floating bridges }	...	...	...	...	...	...	...	...
XI.—Rolling stock—								
1. Locomotive	...	...	...	...	...	...	...	...
2. Carriage and wagon	316	42	60	11	...	...	...	...
XII.—General charges—								
1. Direction or general	...	...	...	...	1,11,768	1,957	37,123	344
2. Engineering	23,283	3,104	33,485	6,088	1,83,007	3,205	1,91,625	1,775
3. Stores	141	19	96	18	4,516	79	31,800	294
4. Audit and account	792	106	4,077	741	34,231	599	1,383	13
5. Medical and sanitation	...	...	...	...	3,189	56	...	...
Loss by Exchange	...	...	...	...	...	...	...	...
Total	4,24,954	56,661	4,17,355	75,883	(a) 56,32,823	(a) 98,631	(a) 60,84,715	(a) 56,371

(a) Less receipts on capital account.
(b) Of this, 16 miles were constructed by the late Sind, Punjab and Delhi Railway Company.
(c) Including a debit of R7,200 against Provincial grant of R10,000.

G—*continued.*

half-year in which the last open section of each separate project was completed—contd.

GAUGE—*concld.*

Jammu and Kashmir (Native State section.) (15·92 Miles.) Half-year ending 30th June 1890. — Total of each main head.	Jammu and Kashmir — Cost per mile open.	Kolar Gold-Fields. (10·00 Miles.) Half-year ending 31st December 1894. (e) — Total of each main head.	Kolar Gold-Fields — Cost per mile open.	Bína-Goona-Bárán. (73·58 Miles.) Half-year ending 30th June 1896. — Total of each sub-head.	Bína-Goona-Bárán — Cost per mile open.	Bhopal-Ujjain. (112·82 Miles.) Half-year ending 30th June 1897. — Total of each sub-head.	Bhopal-Ujjain — Cost per mile open.	Nágdá-Ujjain. (34·67 Miles.) Half-year ending 31st December 1896. — Total of each main head.	Nágdá-Ujjain — Cost per mile open	Main head and sub-head.
Native State lines constructed by Native States.								Native State line constructed by a Company.		
R	R	R	R	R	R	R	R	R	R	
23,937	1,504	(f) 6,719	672					10,938	315	I.—Preliminary expenses—
...	...	...	...	3,453	47	5,219	46	...	...	1. Survey expenses.
...	...	...	...	3,575	48	3,726	33	...	...	2. Plant.
...	...	...	...	50,603	688	85,813	761	...	...	3. Establishment.
...	...	(f) 13,402	1,340	...	...	2,771	25	...	...	II.—Land.
33,896	2,129	(f) 1,24,379	12,438					1,33,583	3,853	III.—Formation—
...	...	...	...	4,58,653	6,233	8,06,340	7,147	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	...	...	2. Tunnels.
2,33,246	14,651	(f) 48,901	4,890					4,45,803	12,859	IV.—Bridgework—
...	...	...	...	9,01,022	12,246	11,81,889	10,476	...	...	1. Large bridges.
...	...	...	...	1,33,867	1,819	5,44,642	4,827	...	...	2. Minor bridges.
1,818	114	(f) 20,878	2,088					6,110	176	V.—Fencing, &c.—
...	...	...	...	1,95,341	2,655	56,888	504	...	...	1. Fencing.
...	...	...	...	36,089	491	13,372	119	...	...	2. Road crossings.
				1,642	22	2,254	20			3. Mile and gradient posts.
...	...	(f) 2,946	294	...	...	28,534	253	479	14	VI.—Electric telegraph.
5,39,566	33,892	(f) 3,24,494	32,449					12,60,685	36,362	VII.—Ballast and permanent-way—
...	...	...	...	2,66,774	3,626	4,00,722	3,552	...	...	1. Ballast.
...	...	...	...	22,44,457	30,503	33,04,744	29,292	...	...	2. Permanent-way.
1,05,946	6,655	(f) 77,316	7,732					53,525	1,545	VIII.—Stations and buildings—
...	...	...	...	1,19,610	1,626	1,22,782	1,088	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	29,816	405	64,101	568	...	...	3. Staff quarters.
...	...	...	...	1,08,143	1,470	1,51,829	1,346	...	...	4. Station machinery.
54,461	3,421	(f) 5,687	569					1,228	35	IX.—Plant—
...	...	...	...	1,604	22	4,795	43	...	...	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	3,712	50	10,070	89	...	...	4. Station and office furniture.
										X.—Ferries, &c.—
...	...	...	...	...	...	...	...	...	...	1. Ferries. 2. Floating bridges.
										XI.—Rolling stock—
...	...	...	...	...	...	...	...	...	...	1. Locomotive.
...	...	...	...	22,259	302	...	...	...	...	2. Carriage and wagon.
66,598	4,183	(f) 34,825	3,482					1,58,900	4,583	XII.—General charges—
...	...	...	...	1,50,094	2,040	2,12,731	1,885	...	...	1. Direction or general.
...	...	...	...	2,08,130	2,829	3,82,164	3,385	...	...	2. Engineering.
...	...	...	...	10,763	146	33,000	292	...	...	3. Stores.
...	...	...	...	18,416	250	40,419	358	...	...	4. Audit and account.
...	...	...	...	24,697	336	33,095	294	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	...	...	Loss by Exchange.
(d) 10,59,468	(d) 66,549	(f) & (g) 6,44,564	64,456	(h) 49,98,917	(h) 67,938	(i) 74,85,525	(i) 66,349	20,71,251	59,742	Total

(d) Including the outlay incurred on the Tawi bridge, which is not to be completed as a railway work.
(e) Opened for traffic on the 1st June 1894, but no capital account was received until the 2nd-half of 1894.
(f) Approximate.
(g) Excluding receipts on capital account, R19,053, but including R4,070 expended by the Madras Railway Company, not included in any of the above heads.
(h) Including R6,197 on account of interest on capital expenditure incurred by the Indian Midland railway on capital works executed

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end of

Main head and sub-head.	METRE — STATE LINES CONSTRUCTED — BENGAL AND NORTH-WESTERN. (Tirhoot section.) (340·57 Miles.) Half-year ending 30th June 1892.		RAJPUTANA-MALWA. (1,411·00 Miles.) Half-year ending 30th June 1885.		CAWNPORE-ACHNERA. (260·05 Miles.) (b) Half-year ending 31st December 1889.		SOUTHERN MAHRATTA (Mysore section.) (c) (196·00 Miles.) Half-year ending 31st December 1889.	
	Total of each main or sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	R	R	R	R	R	R	R	R
I.—Preliminary expenses—	1,83,608	539					2,95,941	1,000
1. Survey expenses	...	...	5,05,727	358	12,744	49	...	...
2. Plant	...	...	83,116	59	2,252	9	...	...
3. Establishment	...	...	16,11,838	1,142	56,582	217	...	...
II.—Land	8,64,045	2,537	8,36,218	593	2,37,395	911	68,825	232
III.—Formation—	10,70,740	3,144						
1. Earthwork	...	...	62,20,489	4,409	5,13,612	1,970		
2. Tunnels	...	...	4,28,063	303	...	...		
IV.—Bridgework—	40,54,395	11,905						
1. Large bridges	...	...	1,56,62,747	11,100	12,11,115	4,647	43,05,769	14,546
2. Minor bridges	...	...	40,92,720	2,901	4,58,833	1,760		
V.—Fencing, &c.—	8,98,687	2,639						
1. Fencing	...	...	9,05,230	642	2,04,379	784		
2. Road crossings } 3. Mile and gradient posts }	...	...	5,55,095	393	1,04,924	403		
VI.—Electric telegraph	...	...	15,972	11	2,469	9		
VII.—Ballast and permanent-way—	79,17,464	23,248					50,74,212	17,143
1. Ballast	...	...	38,68,803	2,742	6,81,843	2,616	...	...
2. Permanent-way	...	...	2,78,76,953	19,756	38,90,417	14,926	...	...
VIII.—Stations and buildings—	30,55,423	8,971					9,21,417	3,113
1. Stations and offices	...	...	42,53,692	3,015	4,33,311	1,662	...	...
2. Workshops, store buildings, &c.	...	...	18,08,935	1,282	1,17,724	452	...	...
3. Staff quarters	...	...	46,80,834	3,317	3,27,500	1,256	...	...
4. Station machinery	...	...	33,91,100	2,403	4,12,999	1,585	...	...
IX.—Plant—	5,77,580	1,696					2,82,087	953
1. Engineering	...	...	10,21,797	724	15,085	58	...	...
2. Locomotive	...	...	6,81,691	483	79,760	306	...	...
3. Carriage and wagon	...	...	1,96,806	140	46,599	179	...	...
4. Station and office furniture.	...	...	5,84,665	414	63,781	244	...	...
X.—Ferries, &c.—	5,53,048	1,624						
1. Ferries } 2. Floating bridges }	...	...	...	...	...	...	...	...
XI.—Rolling stock—							20,87,381	7,052
1. Locomotive	6,18,124	1,815	64,84,266	4,596	5,94,955	2,282	...	...
2. Carriage and wagon	16,49,660	4,844	1,01,01,934	7,159	10,65,690	4,089	...	...
XII.—General charges—	13,64,597	4,007					8,64,580	2,921
1. Direction or general	...	...	14,56,740	1,032	1,62,443	622	...	...
2. Engineering	...	...	45,88,107	3,252	3,79,333	1,455	...	...
3. Stores	...	...	7,04,911	499	38,160	147	...	...
4. Audit and account	...	...	5,62,788	399	39,234	151	...	...
5. Medical and sanitation	...	...	2,56,498	182	166	1	...	...
Loss by Exchange	7,04,770	2,069	...	...	3,65,480	1,402	...	...
Total	2,35,12,141	69,038	(a) 10,33,31,793	(a) 73,234	1,15,18,785	44,292	1,39,00,212	46,960

(a) Less receipts on capital account.
(b) This now forms a part of the Rajputana-Malwa railway.
(c) The Gubbi-Harihar section was constructed by the Southern Mahratta Railway Company.

G—*continued.*

the half-year in which the last open section of each separate project was completed—contd.

GAUGE.

BY THE STATE.

Rohilkund and Kumaon. (Lucknow-Bareilly section.) (d) (198·38 Miles.) Half-year ending 30th June 1891.		Eastern Bengal State. (Northern section.) (249·00 Miles.) Half-year ending 30th June 1884.		Eastern Bengal State. (Dacca section.) (86·00 Miles.) Half-year ending 30th June 1886.		Eastern Bengal State. (Behar section.) (156·50 Miles.) Half-year ending 31st December 1890.		Main head and sub-head.
Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	
R	R	R	R	R	R	R	R	
1,63,458	824	96,768	389	1,27,838	1,487			I.—Preliminary expenses—
...	...	...	...	...	...	88,703	567	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
1,69,729	856	8,15,722	3,276	4,46,381	5,190	3,18,580	2,036	II.—Land.
3,88,907	1,960							III.—Formation—
...	...					13,63,596	8,713	1. Earthwork.
...	...					...	...	2. Tunnels.
6,29,686	3,174							IV.—Bridgework—
...	...					31,07,753	19,858	1. Large bridges.
...	...	57,17,876	22,963	13,68,484	15,913	4,35,158	2,780	2. Minor bridges.
1,00,260	505							V.—Fencing, &c.—
...	...					2,70,012	1,725	1. Fencing.
...	...					1,48,637	950	2. Road crossings.
								3. Mile and gradient posts.
...	...					18,903	121	VI.—Electric telegraph.
31,64,971	15,954	54,77,900	22,000	17,22,430	20,028			VII.—Ballast and permanent-way—
...	...	...	...	...	...	10,37,935	6,632	1. Ballast.
...	...	...	...	...	...	24,44,495	15,619	2. Permanent-way.
7,11,247	3,585	26,29,765	10,561	10,44,473	12,145			VIII.—Stations and buildings—
...	...	...	...	...	...	3,24,569	2,074	1. Stations and offices.
...	...	...	...	...	...	18,829	120	2. Workshops, store buildings, &c.
...	...	...	...	...	...	3,32,151	2,122	3. Staff quarters.
...	...	...	...	...	...	2,22,167	1,426	4. Station machinery.
2,09,267	1,055	8,66,514	3,480	2,56,056	2,977			IX.—Plant—
...	...	...	...	...	...	1,82,770	1,168	1. Engineering.
...	...	...	...	...	...	45,466	291	2. Locomotive.
...	...	...	...	...	...	287	2	3. Carriage and wagon.
...	...	...	...	...	...	26,348	168	4. Station and office furniture.
		4,47,048	1,795					X.—Ferries, &c.—
...	...	...	...	...	...	10,417	67	1. Ferries. 2. Floating bridges.
		24,46,682	9,826	7,04,760	8,195			XI.—Rolling stock—
4,38,645	2,211	...	...	...	...	1,75,721	1,123	1. Locomotive.
6,95,911	3,508	...	...	...	...	7,88,873	5,041	2. Carriage and wagon.
3,97,663	2,005	21,94,569	8,814	3,47,809	4,044			XII.—General charges—
...	...	...	...	...	...	1,82,507	1,166	1. Direction or general.
...	...	...	...	...	...	4,51,509	2,886	2. Engineering.
...	...	...	...	...	...	45,002	288	3. Stores.
...	...	...	...	...	...	48,281	308	4. Audit and account.
...	...	...	...	...	...	18,953	121	5. Medical and sanitation.
42,150	212	...	...	...	...	1,35,841	868	Loss by Exchange.
(e) 71,52,923	(e) 36,057	2,06,92,844	83,104	60,18,231	69,979	(a) 1,22,28,381	(a) 78,137	Total.

(d) Of this length, 58 miles, Gola Gokaran Náth to Pilibhit, were constructed by the Rohilkund and Kumaon Railway Company.
(e) Including R41,029 on account of interest on capital during construction not included in any of the above heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

METRE

Main head and sub-head.	STATE LINES CONSTRUCTED BY THE STATE—*concld.*									
	EASTERN BENGAL STATE. (Barsoi-Kissenounge Extension.) (35·54 Miles.) Half-year ending 31st December 1893.		CAWNPORE-BURHWAL. (Metre gauge line.) (79·60 Miles.) Half-year ending 30th June 1897.		BURMA. (327·00 Miles.) (b) & (c) Half-year ending 31st December 1885.		TOUNGOO-MANDALAY. (222·50 Miles.) (c) & (d) Half-year ending 30th June 1889.		MU VALLEY. (c) (351·77 Miles.) Half-year ending 30th June 1896.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	R	R	R	R	R	R	R	R	R	R
I.—Preliminary expenses—	4,195	118	31,729	399	2,87,279	878	1,71,254	770	5,06,959	1,441
1. Survey expenses	...	...	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...	...	...
II.—Land	90,277	2,540	57,267	719	2,71,658	831	3,16,081	1,421	1,88,766	537
III.—Formation—	3,92,140	11,034	1,37,429	1,726					35,48,524	10,088
1. Earthwork	...	...	...	...	39,40,803	9,911			...	...
2. Tunnels	...	...	...	...	...	...			...	...
IV.—Bridgework—	3,97,931	11,197	2,65,683	3,338					34,35,317	9,766
1. Large bridges	...	...	...	...	13,89,139	4,248			...	...
2. Minor bridges	...	...	...	...	31,21,404	9,545	65,78,182	29,565	...	...
V.—Fencing, &c.—	29,106	819	1,00,402	1,261					1,09,230	310
1. Fencing	...	...	...	...	10,87,600	3,326			...	...
2. Road crossings } 3. Mile and gradient posts }	...	...	...	...	3,00,316	918			...	...
VI.—Electric telegraph	...	...	...	...	655	2			9,237	26
VII.—Ballast and permanent-way—	5,15,941	14,517	12,06,147	15,153			57,83,275	25,992	62,31,988	17,716
1. Ballast	...	...	...	...	22,77,119	6,964	...	...	...	...
2. Permanent-way	...	...	...	...	52,55,352	16,071	...	...	...	...
VIII.—Stations and buildings—	85,917	2,418	2,96,843	3,729			18,22,563	8,191	15,01,294	4,268
1. Stations and offices	...	...	...	...	12,96,933	3,966	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	5,07,975	1,554	...	...	...	...
3. Staff quarters	...	...	...	...	5,03,899	1,541	...	...	...	...
4. Station machinery	...	...	...	...	6,79,480	2,078	...	...	...	...
IX.—Plant—	8,580	241	4,752	60			4,16,257	1,871	1,26,644	360
1. Engineering	...	...	...	...	4,44,418	1,359	...	...	...	...
2. Locomotive } 3. Carriage and wagon }	...	...	...	...	1,89,895	581	...	...	...	...
4. Station and office furniture.	...	...	...	...	85,699	262	...	...	...	...
X.—Ferries, &c.—									6,38,904	1,816
1. Ferries } 2. Floating bridges }	...	...	...	...	...	...	...	...	...	...
XI.—Rolling stock—					35,62,697	10,895	33,94,051	15,254	25,09,120	7,133
1. Locomotive	...	...	...	...	...	...	...	...	...	...
2. Carriage and wagon	...	...	...	...	...	...	...	...	...	...
XII.—General Charges—	21,626	608	1,02,719	1,290			14,67,669	6,596	27,37,681	7,783
1. Direction or general	...	...	...	...	2,27,935	697	...	...	...	...
2. Engineering	...	...	...	...	15,00,406	4,588	...	...	...	...
3. Stores	...	...	...	...	1,34,322	411	...	...	...	...
4. Audit and account	...	...	...	...	1,44,798	443	...	...	...	...
5. Medical and sanitation	...	...	...	...	22,311	68	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...	...	...
Total	(a) 15,45,713	(a) 43,492	22,02,971	27,675	2,65,32,093	81,137	1,99,49,332	89,660	2,15,43,664	61,244

(a) Less receipts on capital account.
(b) Excluding the Rangoon suburban lines, and the open section of the Mu Valley railway.
(c) The working of this line has been transferred to a company from the 1st September 1896.
(d) Excluding the Meiktila branch.

G—*continued.*

end of the half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

STATE LINES CONSTRUCTED BY COMPANIES.								
PÁLANPUR-DEESA. (17·28 Miles.) Half-year ending 31st December 1893.		SOUTHERN MAHRATTA. (1,043·70 Miles.) Half-year ending 31st December 1890.		GUNTAKAL-MYSORE FRONTIER. (119·50 Miles.) Half-year ending 31st December 1893.		SOUTH INDIAN.(a) (1,042·16 Miles.) Half-year ending 30th June 1893.		Main head and sub-head.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	
R	R	R	R	R	R	R	R	
1,991	115	10,90,911	1,045	59,327	497	10,24,302	983	I.—Preliminary expenses—
...	...	...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
...	...	10,25,442	982	18,716	157	3,80,376	365	II.—Land.
62,837	3,636	1,88,17,573	18,030	7,82,349	6,547	55,18,444	5,295	III.—Formation—
...	...	...	...	...	...	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	2. Tunnels.
61,180	3,541	1,83,66,507	17,597	20,57,037	17,214	1,49,14,150	14,311	IV.—Bridgework—
...	...	...	...	...	...	...	...	1. Large bridges.
...	...	...	...	...	...	...	...	2. Minor bridges.
4,984	288	13,47,110	1,291	51,883	434	15,61,664	1,499	V.—Fencing, &c.—
...	...	...	...	...	...	...	...	1. Fencing.
...	...	...	...	...	...	...	...	{ 2. Road crossings. 3. Mile and gradient posts.
...	...	...	...	1,440	12	88,234	85	VI.—Electric telegraph.
1,87,859	10,872	2,15,49,213	20,647	18,22,300	15,249	1,88,98,790	18,134	VII.—Ballast and permanent-way—
...	...	...	...	...	...	...	...	1. Ballast.
...	...	...	...	...	...	...	...	2. Permanent-way.
26,583	1,538	94,23,387	9,029	3,96,884	3,321	70,65,284	6,779	VIII.—Stations and buildings—
...	...	...	...	...	...	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	...	...	...	...	3. Staff quarters.
...	...	...	...	...	...	...	...	4. Station machinery.
4,443	257	25,76,012	2,468	28,363	237	17,19,017	1,649	IX.—Plant—
...	...	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	...	...	4. Station and office furniture.
								X.—Ferries, &c.—
...	...	...	...	...	...	...	...	{ 1. Ferries. 2. Floating bridges.
		99,03,576	9,489					XI.—Rolling stock—
...	...	...	...	...	...	43,29,145	4,154	1. Locomotive.
...	...	...	...	...	...	71,77,141	6,887	2. Carriage and wagon.
14,076	815	63,63,170	6,097	6,13,786	5,136	82,09,263	7,877	XII.—General charges—
...	...	...	...	...	...	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	5. Medical and sanitation.
...	...	4,91,090	471	...	...	2,42,360	233	Loss by Exchange.
3,63,953	21,062	9,09,53,991	87,146	(a) 58,32,085	(a) 48,804	(f) 7,22,46,450	69,324	Total.

(a) Including the Villupuram-Dharmavaram section, which was constructed by the State.
(f) Including R11,18,280 on account of maintenance, charged to capital account not included in any of the above heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

METRE

Main head and sub-head.	STATE LINES CONSTRUCTED BY COMPANIES—*concld.*		NATIVE STATE LINES CONSTRUCTED BY THE GOVT. OF INDIA.					
	MAYAVARAM-MUTUPET. (a) (53·99 Miles.) Half-year ending 30th June 1894.		JODHPUR-BIKANER. (b) (Jodhpur section.) (320·50 Miles.) Half-year ending 30th June 1893.		JODHPUR-BIKANER. (Bikaner section.) (43·50 Miles.) Half-year ending 31st December 1891.		BHÁVNAGAR-GONDAL-JUNAGAD-PORBANDAR. (320·16 Miles.) (c) Half-year ending 31st December 1890.	
	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	R	R	R	R	R	R	R	R
I.—Preliminary expenses—	16,099	298	41,739	130	7,826	180	1,19,442	363
1. Survey expenses	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...
II.—Land—	1,91,105	3,540	1,007	3	...	...	...	...
III.—Formation—	2,22,502	4,121	2,24,818	701	60,535	1,392	16,74,017	5,086
1. Earthwork	...	...	...	...	...	...	...	...
2. Tunnels	...	...	...	...	...	...	...	...
IV.—Bridgework—	7,24,088	13,412	2,13,095	665	2,500	57	41,19,819	12,516
1. Large bridges	...	...	...	...	...	...	...	...
2. Minor bridges	...	...	...	...	...	...	...	...
V.—Fencing, &c.—	17,473	324	5,087	16	105	2	71,451	217
1. Fencing	...	...	...	...	...	...	...	...
2. Road crossings } 3. Mile and gradient posts }	...	...	...	...	...	...	...	...
VI.—Electric Telegraph	2,173	40	36,682	114	...	...	10,425	32
VII.—Ballast and permanent-way—	6,90,875	12,796	43,46,594	13,562	13,42,378	30,859	49,16,242	14,935
1. Ballast	...	...	...	...	...	...	...	...
2. Permanent-way	...	...	...	...	...	...	...	...
VIII.—Stations and buildings—	1,38,385	2,563	3,47,149	1,083	14,075	324	21,49,764	6,531
1. Stations and offices	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	...	...	...	...
3. Staff quarters		...	...	...	...	...	...	...
4. Station machinery	...	...	...	...	...	...	...	...
IX.—Plant—	13,254	245	49,591	155	1,033	24	3,52,828	1,072
1. Engineering	...	...	...	...	...	...	...	...
2. Locomotive	...	...	...	...		...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture.	...	...	...	...	...	...	...	...
X.—Ferries, &c.—								
1. Ferries } 2. Floating bridges }	...	...	...	...	...	...	...	...
XI.—Rolling stock—							21,57,548	6,555
1. Locomotive	...	...	3,56,481	1,112	...	...	...	...
2. Carriage and wagon	...	...	6,41,179	2,001	...	...	...	...
XII.—General charges—	2,46,887	4,573	88,073	275	4,254	98	8,73,566	2,654
1. Direction or general	...	...	...	...	...	...	...	...
2. Engineering	...	...	...	...	...	...	...	...
3. Stores	...	...	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...
TOTAL	22,62,841	41,912	63,51,495	19,817	14,32,706	32,936	1,64,45,102	49,961

(a) Funds were provided in nearly equal portions by the Tanjore District Board from a special cess, and by the Madras Government from Provincial Funds.
(b) The section from Kharchi to Páli was constructed by the Jodhpur Darbar.
(c) Excluding 3·50 miles of dock estates and quarry lines constructed and maintained by the Native states as separate undertakings from the Bhávnagar-Gondal-Junágad-Porbandar railway.

G—continued.

end of the half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

NATIVE STATE LINES CONSTRUCTED BY NATIVE STATES.								
MYSORE-NANJANGUD. (15·25 Miles.) (*d*) Half-year ending 31st December 1892.		JETALSAR-RAJKOT. (46·23 Miles.) Half-year ending 30th June 1893.		YESVANTPUR-MYSORE FRONTIER. (51·35 Miles.) Half-year ending 31st December 1893.		BIRUR-SHIMOGA. (38·50 Miles.) Half-year ending 31st December 1899.		Main head and sub-head.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	R	R	R	R	R	R	R	
15,069	988	14,255	308	66,294	1,291	17,608	457	I.—Preliminary expenses—
...	...	...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
5	...	10,080	218	23,744	462	1,972	51	II.—Land.
1,30,884	8,583	2,12,795	4,603	5,21,077	10,148	4,85,916	12,621	III.—Formation—
...	...	...	...	...	...	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	2. Tunnels.
83,294	5,462	1,88,891	4,086	5,41,178	10,539	4,17,923	10,855	IV.—Bridgework—
...	...	...	...	...	...	...	...	1. Large bridges.
...	...	...	...	...	...	...	...	2. Minor bridges.
14,741	967	37,726	816	68,497	1,334	30,840	801	V.—Fencing, &c.—
...	...	...	...	...	...	...	...	1. Fencing.
...	...	...	...	...	...	...	...	2. Road crossings. 3. Mile and gradient posts.
...	...	...	...	...	...	...	...	VI.—Electric telegraph.
2,44,401	16,026	6,44,743	13,947	8,66,865	16,881	7,11,140	18,471	VII.—Ballast and permanent-way—
...	...	...	...	...	...	...	...	1. Ballast.
...	...	...	...	...	...	...	...	2. Permanent-way.
57,918	3,798	1,01,673	2,199	1,13,371	2,208	1,66,539	4,326	VIII.—Stations and buildings—
...	...	...	...	...	...	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	...	...	...	...	3. Staff quarters.
...	...	...	...	...	...	...	...	4. Station machinery.
5,718	375	18,125	392	40,445	788	40,443	1,051	IX.—Plant—
...	...	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	...	...	4. Station and office furniture.
								X.—Ferries, &c.—
...	...	...	...	...	...	...	...	1. Ferries. 2. Floating bridges.
								XI.—Rolling stock—
...	...	...	...	...	...	...	...	1. Locomotive.
...	...	...	...	...	...	...	...	2. Carriage and wagon.
40,384	2,648	69,986	1,514	1,32,567	2,582	1,42,055	3,690	XII.—General charges—
...	...	...	...	...	...	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	Loss by Exchange.
5,92,414	38,847	12,98,274	28,083	23,74,038	46,233	20,14,436	52,323	Total.

(*d*) Opened for traffic on the 1st December 1891, but no separate account was received until the 2nd-half of 1892.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

Main head and sub-head.	METRE GAUGE—*concld.*											
	NATIVE STATE LINES CONSTRUCTED BY NATIVE STATES—*concld.*						NATIVE STATE LINES CONSTRUCTED BY COMPANIES.				STATE LINES	
	UDAIPUR-CHITOR. (a) (60·50 Miles.) Half-year ending 31st December 1895.		JÁMNAGAR. (50·29 Miles.) Half-year ending 30th June 1897.		DHRÁNGADRÁ. (b) (20·83 Miles.) Half-year ending 31st December 1898.		GAEKWAR'S MEHSANA. (92·63 Miles.) Half-year ending 31st December 1891.		KOLHÁPUR. (29·07 Miles.) (e) Half-year ending 30th June 1892.		KAUNIA-DHARLLA (37·03 Miles, 2′ 6″ gauge.) Half-year ending 31st December 1884.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	R	R	R	R	R	R	R	R	R	R	R	R
I.—Preliminary expenses—	6,940	115	19,168	381	5,814	279	10,385	112	13,858	477	910	25
1. Survey expenses	...	...	...	...	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...	...	...	...	...
II.—Land	...	...	...	...	542	26	...	...	9,821	338	14,432	390
III.—Formation—	1,57,552	2,604	1,99,716	3,971	62,173	2,985	2,65,898	2,871	2,64,480	9,09		
1. Earthwork	...	...	...	...	...	...	...	...	...	...		
2. Tunnels	...	...	...	...	...	...	...	...	...	...		
IV.—Bridgework—	1,56,080	2,580	4,48,834	8,925	48,314	2,319	4,61,777	4,985	10,91,301	37 54		
1. Large bridges	...	...	...	...	...	...	...	...	...	...		
2. Minor bridges	...	...	...	...	...	...	...	...	...	...		
											88,841	2,401
V.—Fencing, &c.—	8,618	142	24,983	497	4,654	223	50,501	545	41,709	1,435		
1. Fencing	...	...	...	...	...	...	...	...	...	...		
2. Road crossings } 3. Mile and gradient posts }	...	...	...	...	...	...	...	...	...	...		
VI.—Electric telegraph	...	...	...	...	...	...	...	...	...	...		
VII.—Ballast and permanent-way—	8,16,780	13,500	7,55,796	15,029	3,13,566	15,054	16,43,851	17,746	5,21,575	17,942	4,98,680	13,478
1. Ballast	...	...	...	...	...	...	...	...	...	...	...	...
2. Permanent-way	...	...	...	...	...	...	...	...	...	...	...	...
VIII.—Stations and buildings—	1,19,133	1,969	1,50,400	2,991	75,589	3,629	3,47,640	3,753	2,24,995	7,74	21,470	580
1. Stations and offices	...	...	...	...	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	...	...	...	...	...	...	...	...
3. Staff quarters	...	...	...	...	...	...	...	...	...	...	...	...
4 Station machinery	...	...	...	...	...	...	...	...	...	...	...	...
IX.—Plant—	6,645	110	26,230	521	8,826	424	29,870	323	6,981	24	8,444	228
1. Engineering	...	...	...	...	...	...	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...	...	...	...	...
4. Station and office furniture	...	...	...	...	...	...	...	...	...	...	...	...
X.—Ferries, &c.—											1,20,677	3,261
1. Ferries } 2. Floating bridges }	...	...	...	...	...	...	...	...	...	...	...	...
XI.—Rolling stock—	2,25,008	3,719	2,66,484	5,29	...	...	16,026	173	...	...	1,60,637	4,342
1. Locomotive	...	...	...	...	...	...	...	...	...	...	...	...
2. Carriage and wagon	...	...	...	...	...	...	...	...	...	...	...	...
XII.—General charges—	78,038	1,290	78,943	1,57	23,752	1,140	78,102	843	1,17,746	4,05	8,291	224
1. Direction or general	...	...	...	...	...	...	...	...	...	...	...	...
2. Engineering	...	...	...	...	...	...	...	...	...	...	...	...
3. Stores	...	...	...	...	...	...	...	...	...	...	...	...
4 Audit and account	...	...	...	...	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...	...	...	...	...
Total	15,74,800	26,029	19,70,554	39,184	5,43,230	26,079	29,04,050	31,351	22,92,466	78,86	9,22,382	24,929

(a) The line was not fully completed when opened for traffic. The additional sum of R2,97,500 since incurred on the line has therefore been included in the details.
(b) Opened for traffic on the 7th June 1898, but no capital account was received until the second-half of 1898.
(e) Opened for traffic on the 21st April 1891, but no capital account was received until the first-half of 1892.

G—*concluded.*

end of the half-year in which the last open section of each separate project was completed—concld.

SPECIAL GAUGES.										
CONSTRUCTED BY THE STATE.				NATIVE STATE LINE CONSTRUCTED BY NATIVE STATE.				NATIVE STATE LINE CONSTRUCTED BY A COMPANY.		
JORHAT. (30·00 Miles, 2′0″ gauge.) Half-year ending 31st December 1887.		CHERRA-COMPANYGANJ (*d*). (7·00 Miles, 2′ 6″ gauge.) Half-year ending 31st December 1886.		COOCH BEHAR. (22·12 Miles, 2′ 6″ gauge.) Half-year ending 31st December 1893.		GWALIOR LIGHT (126·14 Miles, 2′0″ gauge.) Half-year ending 31st December 1890		(Rajpipla, Ankleswar-Raj Pardi section.) (9·03 Miles, 2′ 6″ gauge.) Half-year ending 31st December 1897.		Main head and sub-head.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open	Total of each main or sub-head.	Cost per mile open.	Total of each main head	Cost per mile open	Total of each sub-head.	Cost per mile open.	
R	R	R	R	R	R	R	R	R	R	
883	13	...	...	9,764	441	13,857	110	...	...	I.—Preliminary expenses—
...	...	...	...	...	...	...	...	3,716	195	1. Survey expenses.
...	...	...	...	...	...	...	...	1,585	83	2. Plant.
...	...	...	...	...	...	...	...	8,221	432	3. Establishment.
4,728	155	1,622	232	10,046	454	50	...	...	...	II.—Land.
				...	...	4,09,088	3,243	...	...	III.—Formation—
				82,400	3,725	...	...	86,675	4,555	1. Earthwork.
				...	...	...	...	...	...	2. Tunnels.
				...	...	85,587	679	...	...	IV.—Bridgework—
				31,560	1,427	...	...	1,28,560	6,756	1. Large bridges.
				27,996	1,266	...	...	96,515	5,072	2. Minor bridges.
1,18,590	3,875	65,857	9,408							
				...	...	823	7	...	...	V.—Fencing, &c.—
				...	...	...	...	1,189	62	1. Fencing.
										2. Road crossings.
				913	41	...	...	4,322	227	3. Mile and gradient posts.
				...	...	...	...	...	...	VI.—Electric telegraph.
3,09,346	10,109	79,397	11,328	...	...	14,92,299	11,830	...	...	VII.—Ballast and permanent-way—
...	...	...	...	...	...	...	...	29,898	1,571	1. Ballast.
...	...	...	...	3,02,756	13,687	...	...	1,36,662	7,181	2. Permanent-way.
62,578	2,045	17,038	2,434	...	...	50,991	404	...	...	VIII.—Stations and buildings—
...	...	...	...	10,474	473	...	...	16,038	843	1. Stations and offices.
...	...	...	...	4,362	197	...	...	...	...	2. Workshops, store buildings, &c
...	...	...	...	6,017	272	...	...	12,900	678	3. Staff quarters.
...	...	...	...	10,081	456	...	...	27,202	1,429	4. Station machinery.
20,606	673	4,494	642	...	...	19,588	155	...	...	IX.—Plant—
...	...	...	...	6,411	290	...	...	1,417	74	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	..	...	647	29	...	...	4,130	217	4. Station and office furniture.
										X.—Ferries, &c.—
...	...	3,479	497	...	...	...	...	...	...	1. Ferries. 2. Floating bridges.
1,18,901	3,886	55,028	7,861	...	...	1,02,344	811	...	...	XI.—Rolling stock—
...	...	...	...	30,890	1,396	...	...	66,664	3,503	1. Locomotive.
...	...	...	...	45,722	2,067	...	...	49,534	2,603	2. Carriage and wagon
36,622	1,197	23,002	3,286	...	...	93,929	745	...	...	XII.—General charges—
...	...	...	...	1,211	55	...	...	543	29	1. Direction or general.
...	...	...	...	44,022	2,031	...	...	34,017	1,835	2. Engineering.
...	...	...	...	1,410	64	...	...	264	14	3. Stores.
...	...	...	...	1,207	55	...	...	527	28	4. Audit and account.
...	...	...	...	3,498	158	...	...	517	27	5. Medical and sanitation.
...	...	...	...	...	...	...	...	...	...	Loss by Exchange.
6,71,759	21,053	2,19,817	35,688	(*e*) 6,34,741	(*e*) 28,695	22,68,556	17,984	7,11,096	37,414	Total.

(*d*) Opened for traffic on the 10th June 1886, but no capital account was received until the second-half of 1886.
(*e*) Including Rs.2,454 on account of loss on working the open line not included in any of the above heads.

APPENDIX

Statement showing for the financial years 1893-94 to 1899-1900 the mileage and the actual amounts closed, as also the Budget and Revised*

RAILWAY.	1893-94.				1894-95.				1895-96.			
	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.
		R	R	R		R	R	R		R	R	R
East Indian (a)	1,610¾	16,23,000	43,54,000	42,53,807	1,672¼	24,00,000	35,41,000	38,82,382	1,700¼	31,00,000	55,50,000	52,11,142
Rajputana-Malwa railway system	1,674	4,87,000	5,04,000	4,98,405	1,674	9,70,000	15,92,000	11,38,889	1,674	6,36,000	10,29,000	9,97,944
Godhra-Rutlam-Nágdá	...	...	...	...	...	...	...	...	...	...	...	...
Bhopal-Itársí (British section)	13	2,68,000	2,25,000	1,92,146	13	1,40,000	1,40,000	1,31,741	13	75,000	51,000	47,228
Warora colliery	...	4,76,000	1,06,600	1,12,597	...	5,00,000	4,34,000	3,97,944	...	1,84,000	*−70,000*	*−81,610*
Wardha Coal	(b) 45	15,000	...	...	45	20,000	...	...	45	1,05,000	7,000	3,105
Umaria colliery	...	55,000	*−43,700*	*−42,470*	...	44,000	52,000	42,989	...	52,000	53,000	56,573
Burma State	577½	4,32,000	6,22,400	6,36,880	577½	4,00,000	3,47,000	4,17,4[illegible]7	577½	*−89,000*	*−1,10,000*	*−64,767*
Eastern Bengal State (e)	812¾	14,68,000	10,94,000	10,55,438	813	9,00,000	6,45,000	6,02,680	813¾	12,00,000	14,16,000	14,25,285
Tirhoot	341¾	1,98,000	1,83,000	1,24,598	341¾	8,00,000	5,05,000	2,58,104	341¾	7,00,000	6,03,000	5,08,239
Oudh and Rohilkhand State	741	13,99,000	13,28,500	11,90,862	796½	7,43,000	16,65,000	15,72,763	797½	16,43,000	13,59,000	12,23,762
Cawnpore-Burhwal (metre gauge link)	...	...	...	...	...	...	...	...	...	...	...	...
North Western State (f)	2,427½	8,67,000	16,08,000	12,43,986	2,429½	21,28,000	18,20,000	18,39,009	2,439¾	8,40,000	19,91,000	17,10,598
Guntakal-Mysore frontier	...	...	...	...	...	...	...	...	119½	50,000	20,000	17,947
South Indian	1,041½	11,37,000	7,25,000	7,50,345	1,041½	6,00,000	2,00,000	1,85,032	1,041½	8,50,000	4,50,000	3,82,340
East Coast State	...	...	...	...	...	...	...	...	...	...	...	...
Bezwada extension	21½	5,000	5,000	5,006	20½	10,000	5,000	3,405	20½	(g)	(g)	3,887
Washermanpet-Ennúr section (Bezwada-Madras)	...	...	...	...	...	...	...	...	9	3,00,000	4,30,000	4,01,865
Ennur-Bezwada section (Bezwada-Madras)	...	...	...	...	...	...	...	...	...	...	...	...
Dhond-Manmád	145½	1,69,000	1,07,000	93,815	145½	1,30,000	51,000	48,040	145½	2,86,000	2,16,000	1,40,209
TOTAL	9,431½	85,99,000	1,08,18,800	1,01,15,415	9,569¾	97,85,000	1,09,97,000	1,05,20,445	9,738¼	99,32,000	1,29,95,000	1,19,83,747

* For information relating to earlier years, see Appendix H to Part II of the Administration report for 1894-95.
(a) Including expenditure on the Dildárnagar-Ghazipur, Patna-Gya and Nalháti railways.
(b) Excluding 1¼ miles at Warora retained by the colliery as a siding on the transfer of the working of the Wardha Coal railway to the Great Indian Peninsula Railway Company.
(c) Godhra-Rutlam section only.
(d) Outlay from the 1st April to 31st August 1896, after which date the working of the line was made over to the Burma Railways Company.

H,

expended on capital account on State railways (open lines) the construction estimates of which have been estimate figures for the same period.

1896-97.				1897-98.				1898-99.				1899-1900.			
Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.
	R	R	R		R	R	R		R	R	R		R	R	R
1,701½	85,00,000	68,00,000	64,94,213	1,705	55,00,000	67,50,000	72,17,940	1,712½	91,37,000	90,09,000	69,89,915	1,710¾	1,05,00,000	1,57,00,000	1,56,51,030
1,674	6,06,000	3,50,000	−1,81,783	1,674	(h) 6,55,000	(h) 1,50,000	(h) 14,938	1,674	15,00,000	6,63,000	(j) −2,41,745	1,674½	9,00,000	18,00,000	10,66,485
115½	(c) 3,32,000		(c) 1,58,257	141			1,12,386	141			1,26,652	141			84,081
13	30,000	30,000	28,729	13	20,000	13,000	21,239	13	10,000	54,000	18,638	13	1,00,000	60,000	49,882
...	1,35,000	−67,000	−60,613	...	−18,000	−70,000	−76,031	...	−4,000	−63,000	−71,508	...	−21,000	−57,000	−57,939
45	75,000	7,000	5,532	45	75,000	...	...	45	70,000	...	...	45	...	...	...
...	54,000	82,000	71,136	...	41,000	33,000	25,334	...	37,000	−71,000	−70,145	...	−10,00,000	−9,09,000	−9,38,457
577½	4,28,000	(d) 1,39,000	(d) 1,34,884	...	...	...	...	...	...	...	...	...	...	...	...
814½	40,75,000	44,89,000	42,46,738	818	27,25,000	34,88,000	39,94,223	820½	32,97,000	22,78,000	18,06,309	833	35,82,000	30,80,000	32,42,654
341¾	3,25,000	2,41,000	1,17,122	341¾	11,00,000	3,50,000	2,55,577	341¾	12,00,000	15,70,000	11,49,707	341¾	4,00,000	5,90,000	8,41,476
812½	8,38,000	6,31,000	4,07,570	812½	7,85,000	4,37,000	3,73,845	950¾	16,50,000	15,79,000	11,10,888	950¾	12,01,000	12,40,000	15,23,774
...	...	...	...	(i) 79½			17,301	79½				79½			
2,440½	28,99,000	43,50,000	47,76,794	2,551½	4,77,000	−17,71,000	−19,88,421	2,817½	48,05,000	43,11,000	39,65,065	2,895¾	31,24,000	26,60,000	26,55,558
119½	40,000	20,000	17,675	119½	10,000	2,000	1,321	119½	20,000	−4,000	−3,780	119½	...	...	−238
1,041½	5,00,000	1,50,000	1,49,527	1,046½	5,00,000	−2,70,000	−3,01,265	1,018	−18,44,000	−20,00,000	−19,58,793	1,033½	5,00,000	5,00,000	5,34,698
...	...	...	...	...	...	...	...	540	6,00,000	6,00,000	5,63,635	540½	4,00,000		2,30,708
20½	(g)	(g)	1,761	20½	(g)	(g)	61,[illegible]20	20½			4,367	20½			1,177
8½	...	10,000	9,606	8½	20,000	20,000	15,543	8½	...	2,000	970	7		9,12,000	5,146
...	...	...	...	...	...	...	...	...	...	...	...	255½	3,00,000		6,23,208
145½	40,000	25,000	20,444	145½	75,000	20,000	17,758	145½	55,000	55,000	29,601	145½	1,60,000	1,30,000	1,04,430
9,870	1,88,77,000	1,72,57,000	1,63,97,592	9,516¾	1,19,65,000	91,52,000	99,23,213	10,447	2,05,33,000	1,79,83,000	1,34,19,773	10,807	2,01,46,000	2,57,06,000	2,56,17,679

(e) Including outlay on sidings and extensions which cannot be separated.
(f) Excluding expenditure on troop traffic works and gradient improvements.
(g) Amalgamated with the East Coast State railway.
(h) Including Pálanpur-Deesa railway.
(i) Including 16¾ miles from Burhwal to Bara Banki and half a mile on the Cawnpore bridge laid on a mixed gauge.
(j) Including the mixed gauge between Bhátinda and Kot Kapúra and the standard gauge between Kot Kapúra and Ferozepore.

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE. State lines worked by companies. I.—East Indian.*	II.—Bengal Central.	III.—Bengal-Nágpur.	IV.—Indian Midland.	State lines worked by the State. XI.—North Western.	XIII.—Oudh and Rohilkhand.	XIV.—Eastern Bengal.	XV.—Calcutta Port Commissioners'.	XVI.—East Coast.	Lines worked by guaranteed companies. XVII.—Great Indian Peninsula.*	XVIII.—Bombay, Baroda and Central India.	XIX.—Madras.	Line owned by native state and worked by company. XXXI.—The Nizam's Guaranteed State.	Total.
	Locomotives.														
1	Mail, special	...	...	18	...	109	29	...	...	...	...	...	} 81	} ...	156
2	Passenger, ordinary	143	} 27	6	36	229	10	83	...	18	138	36	}	} 12	792
3	Goods	584	}	111	69	281	127	25	...	55	351	112	69	42	1,853
4	Incline, special	...	...	...	...	20	...	...	...	...	74	...	...	...	94
5	Tank	11	...	4	20	9	...	5	8	4	} 42	} ...	18	...	79
6	Local traffic, shunting and ballast	...	...	...	...	4	6	...	...	...	}	} 24	...	...	76
7	Special engines of sorts (*e.g.*, Fairlie or rack or tram)	...	...	...	7	(*a*) 4	...	...	...	...	...	...	...	...	11
	Total	738†	27	139	132	656	172	113	8	77	605	172	168	54	3,061
	Coaching vehicles.														
1	Saloons, Royal	4	...	...	...	...	...	...	...	...	...	...	...	...	4
2	Saloons, State	...	...	...	...	12	...	(*b*) 1	...	...	...	...	(*b*) 2	...	15
3	Saloons, dining bogie	2	...	...	...	...	...	...	...	...	...	...	...	...	2
4	Saloons, ordinary	...	4	...	...	...	...	(*c*) 13	...	...	...	13	(*c*) 32	2	64
5	Reserved carriages	34	...	6	6	60	14	...	...	...	...	8	...	4	132
6	Family carriages	...	...	...	7	...	2	...	...	...	...	...	...	...	9
7	Attendants' carriages	...	...	...	...	2	...	...	...	...	...	...	...	...	2
8	Inspection carriages	...	...	...	...	...	...	...	...	7	...	...	(*c*) 3	...	10
9	First class carriages — Ordinary	75	4	8	22	96	41	(*d*) 13	...	19	90	(*e*) 6	...	9	383
	First class carriages — Bogie	2	...	...	...	...	...	...	...	...	...	...	...	...	2
	First class carriages — Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10	Upper class carriages — Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Upper class carriages — Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Upper class carriages — Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Carried over	117	8	14	35	170	57	27	...	26	90	27	37	15	623

* In addition to the coaching stock shown in this list, there are for the through mail service to Bombay, 2 saloon dining bogies, 2 first class bogies 8 first and 8 second class carriages, 8 through luggage vans, and 12 post office and 2 brake vans (42 in all), which are joint stock belonging to the East Indian and the Great Indian Peninsula railways. The Great Indian Peninsula railway possesses a 5/8th share in this stock.

I.

and metre gauge railways on the 31st December 1899

METRE GAUGE.

State lines worked by companies.							State line worked by the State.	Assisted companies.					Line owned by Native State and worked by Company.	Lines owned and worked by Native States.					
XXXIX.—Bengal and North-Western—Tirhoot section. Company's section.	XLI.—Rajputana-Malwa.	XLIII.—Southern Mahratta.	XLV.—Mysore section (Southern Mahratta).	XLVI.—South Indian.	XLVIII.—Assam-Bengal.	XLIX.—Burma.	L.—Eastern Bengal—Northern, Behar and Dacca sections.	LIII.—Deoghur.	LVI.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LVIII.—Bengal Dooars.	LIX.—Dibru-Sadiya.	LXII.—Nilgiri.	LXIV.—Hyderabad-Godávari Valley.	LXXII.—Jodhpur-Bikaner—Jodhpur section. Bikaner section.	LXXIII.—Udaipur-Chitor.	LXXIV.—Bhávnagar-Gondal-Junágad-Porbandar.	LXXVI.—Jámnagar.	Total.	Progressive number.
...	35	...	...	...	..	...	...	...	...	...	...	...	...	...	..	...	...	35	1
36	110	26	...	69	...	18	23	} 3	8	} 4	10	} 4	...	...		...	4	304	2
118	180	147	37	131	40	136	72		15		4		13	17	[illegible]	33	...	956	3
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	3	4
1	...	2	4	8	12	6	2	...	3	...	4	...	...	...		...	...	42	5
...	90	...	...	...	1	...	...	...	1	...	...	..	...	...	..	...	..	101	6
...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	..	...	..	10	7
155	424	178	41	208	53	170	97	3	27	4	18	4	13	17	2	33	4	1,451	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	..	...	1
3	7	...	3	1	...	(k) 1	(k) 2	...	...	...	...	...	...	...	...	...	...	17	2
...	...	...	...	...	3	1	...	...	(b) 1	...	...	...	...	...	...	...	..	5	3
(f) 13	...	...	...	3	...	...	(c) 16	...	...	1	...	...	...	(p) 3	...	2	...	38	4
4	...	(h) 6	3	3	...	(l) 24	...	...	5	...	...	...	...	...	...	(q) 7	..	52	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	.	1	6
...	...	...	...	...	...	2	4	...	...	...	...	...	...	...	.	...	.	6	7
...	10	...	...	...	...	...	...	...	(b) 1	...	(o) 2	..	...	...	..	...	...	13	8
(g) 29	116	15	4	19	(i) 6	34	(n) 13	...	(m) 14	...	...	2	2	6	...	13	2	275	
...	...	...	...	...	(j) 1	...	2	...	...	..	...	.	...	...	...	...		3	
...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	..	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.	...	...	...	
...	..	...	...	...	...	...	...	...	...	...	...	...	...	...		...	..	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.	...	..	...	
49	133	21	10	26	10	62	37	...	21	1	2	2	2	9	1	22	2	410	

REMARKS.

(a) These engines belonged to the metre gauge portion of the old Bolan railway (Quetta loop) and the Ferozepore tramway.

(b) These are six-wheeled carriages.

(c) Of these, two are six-wheeled carriages.

(d) These are sleeping carriages.

(e) Of these, one is a six-wheeled carriage.

(f) Of these, four are six-wheeled carriages.

(g) Of these, twenty are six-wheeled carriages.

(h) Of these, four are bogie carriages.

(i) Of these five are inspection carriages.

(j) This is an inspection carriage.

(k) On bogie frames.

(l) Of these, two are six-wheeled carriages and four carriages are on bogie frames.

(m) Of these, three are six-wheeled carriages.

(n) Of these, ten are six-wheeled carriages.

(o) These are Inspector's vans.

(p) Of these, two are first class and one second class.

(q) Of these, one is a bogie carriage.

† Including 19 in use on lines under construction.

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.		STANDARD GAUGE. State lines worked by companies. I.—East Indian.	II.—Bengal Central.	III.—Bengal-Nágpur.	IV.—Indian Midland.	State lines worked by the State. XI.—North Western.	XIII.—Oudh and Rohilkhand.	XIV.—Eastern Bengal.	XV.—Calcutta Port Commissioners'.	XVI.—East Coast.	Lines worked by guaranteed companies. XVII.—Great Indian Peninsula.	XVIII.—Bombay, Baroda and Central India.	XIX.—Madras.	Line owned by native state and worked by company. XXXI.—The Nizam's Guaranteed State.	Total.
	Coaching vehicles—*continued*.															
		Brought forward	117	8	14	35	170	57	27	...	26	90	27	37	15	623
11	Composite, first and second class carriages	Ordinary	63	8	25	37	91	47	44	...	17	64	16	(d) 51	10	473
		Bogie	11	...	...	...	25	...	...	...	...	...	12	...	...	48
		Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Six-wheeled	...	...	...	...	...	...	...	...	...	...	4	...	...	4
12	Composite, second and third class carriages	Ordinary	...	...	...	...	...	...	...	...	...	2	...	...	...	2
		Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	Composite, first, second and third class carriages	Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Bogie	...	...	...	...	10	...	...	...	...	...	...	6	...	16
		Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14	Other composite carriages	Ordinary	(a) 1	...	(b) 4	...	...	(c) 5	...	...	...	...	...	...	...	10
		Bogie	(a) 9	..	...	...	...	...	...	...	...	...	...	...	...	9
		Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	Second class carriages	Ordinary	88	4	15	22	98	29	12	...	23	157	36	63	8	555
		Bogie	...	...	...	...	...	...	...	...	...	...	2	...	...	2
		Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	Second class carriages with postal accommodation	Ordinary	...	...	...	...	...	...	...	...	...	22	...	...	...	22
		Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	Intermediate class carriages	Ordinary	73	3	8	...	116	32	19	...	...	...	...	...	...	251
		Bogie	...	...	...	...	...	...	...	...	...	...	3	...	...	3
		Ambulance	...	...	...	...	...	...	16	...	...	...	...	...	...	16
		Six-wheeled	...	...	...	...	...	...	...	...	...	...	22	...	...	22
18	Intermediate and third class carriages	Ordinary	39	7	11	...	37	29	37	...	10	...	...	...	...	170
		Bogie	9	...	...	...	14	...	...	...	...	...	...	...	...	23
		Ambulance	...	...	...	...	4	...	...	...	...	...	...	...	...	4
19	Intermediate and postal carriages	Ordinary	...	2	...	...	31	3	6	...	3	...	3	...	...	48
		Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	Intermediate, third and postal carriages	Ordinary	...	...	1	...	...	...	1	...	...	...	...	...	...	2
		Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21	Lower class	Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Carried over	410	32	78	94	596	202	162	...	79	335	125	157	33	2,303

I—*continued.*

and metre gauge railways on the 31st December 1899.

METRE GAUGE.																				
STATE LINES WORKED BY COMPANIES.							STATE LINE WORKED BY THE STATE.	ASSISTED COMPANIES.					LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.						
XXXIX.—Bengal and North-Western—Tirhoot section. Company's section.	XLI.—Rajputana-Malwa.	XLIII.—Southern Mahratta.	XLV.—Mysore section (Southern Mahratta).	XLVI.—South Indian.	XLVIII.—Assam-Bengal.	XLIX.—Burma.	L.—Eastern Bengal—Northern, Behar and Dacca sections.	LIII.—Deoghur.	LVI.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LVIII.—Bengal Dooars.	LIX.—Dibru-Sadiya.	LXII.—Nilgiri.	LXIV.—Hyderabad-Godávari Valley.	LXXII.—Jodhpur-Bikaner—Jodhpur section. Bikaner section.	LXXIII.—Udaipur-Chitor.	LXXIV.—Bhávnagar-Gondal-Junágad-Porbandar.	LXXVI.—Jámnagar.	TOTAL.	Progressive number.	REMARKS.
49	133	21	10	26	10	62	37	...	21	1	2	2	2	9	1	22	2	410		
28	47	47	6	43	4	31	(k) 44	...	12	3	8	...	3	6	3	...	...	285		
...	2	5	7	...	7	11	...	...	...	...	...	...	...	...	...	2	...	34	11	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	7	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2	...	11		
...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	2	...	5	12	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	2		
...	...	...	...	24	8	...	...	...	...	...	...	...	...	...	...	2	...	34	13	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	(b) 9	...	...	...	(b) 2	...	...	...	...	...	...	...	...	...	11		
...	...	...	...	...	...	(j) 2	...	...	...	...	...	...	...	...	...	(b) 2	...	4	14	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
(e) 20	(g) 99	33	8	44	(h) 3	48	14	...	3	...	...	...	2	3	...	8	2	287		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	15	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	5		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	50	...	...	...	...	...	(l) 30	...	3	...	...	...	...	...	1	5	2	91		
...	...	...	...	...	...	(i) 14	...	...	...	...	...	...	...	...	...	2	...	16	17	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
(f) 42	25	...	...	...	...	...	(m) 23	...	(n) 10	1	...	...	...	...	1	...	...	102		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	8	...	...	...	...	...	2	...	...	1	...	...	...	...	...	...	...	11		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	8	...	...	...	...	...	...	...	...	...	8		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
139	371	106	31	146	32	171	150	10	49	6	10	4	7	20	6	53	6	1,317		

REMARKS.

(a) These are composite (first, second and intermediate class) carriages.

(b) These are composite (first and third class) carriages.

(c) Of these, one is a composite (first and second, with luggage compartment), and four are composite (first, second, intermediate and third class) carriages.

(d) Including forty-six sleeping carriages.

(e) Of these, ten are six-wheeled carriages.

(f) Of these, twenty are six-wheeled carriages.

(g) Of these, forty-eight are double carriages.

(h) These are inspection carriages.

(i) These are fitted with hand brakes.

(j) These are composite (second, intermediate and third class) carriages.

(k) Of these, nineteen are six-wheeled carriages.

(l) Of these, one carriage has a compartment for the use of native invalids, and twenty-one carriages have latrine accommodation.

(m) Of these, twenty carriages have latrine accommodation.

(n) Of these, three are six-wheeled carriages.

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE. State lines worked by companies. I.—East Indian.	II.—Bengal Central.	III.—Bengal-Nagpur.	IV.—Indian Midland.	State lines worked by the State. XI.—North Western.	XIII.—Oudh and Rohilkhand.	XIV.—Eastern Bengal.	XV.—Calcutta Port Commissioners'.	XVI.—East Coast.	Lines worked by guaranteed companies. XVII.—Great Indian Peninsula.	XVIII.—Bombay, Baroda and Central India.	XIX.—Madras.	Line owned by native state and worked by company. XXXI.—The Nizam's Guaranteed State.	Total.
	Coaching vehicles—*concluded*.														
	Brought forward	410	32	78	*94	596	202	162	...	79	335	125	157	33	,302
22	Third class carriages without brakes — Ordinary	686	34	(a)148	220	99	125	161	...	(g)242	512	172	357	64	2,820
	Third class carriages without brakes — Bogie	47	...	...	...	...	...	...	...	...	7	34	...	...	88
	Third class carriages without brakes — Ambulance	52	...	(b)23	...	200	...	...	...	...	29	15	28	...	347
	Third class carriages without brakes — Six-wheeled	...	...	...	...	...	...	...	...	...	...	18	...	...	18
23	Third class and postal vans — Ordinary	41	...	10	13	26	28	3	...	9	...	8	7	5	15
	Third class and postal vans — Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Third class and postal vans — Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	Third class carriages with brakes — Ordinary	54	...	12	...	(c)255	56	...	...	...	...	26	8	...	411
	Third class carriages with brakes — Bogie	18	...	...	...	76	...	...	...	...	...	4	3	...	101
	Third class carriages with brakes — Ambulance	...	...	...	...	(d)250	110	...	...	...	...	...	...	...	360
25	Third class and brake vans	...	13	...	50	...	...	(e) 18	...	...	115	...	...	...	19
26	Compound third class incline vans	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27	Brake vans	...	4	23	...	555	...	...	...	44	535	31	...	...	1,19
28	Postal vans	22	...	...	...	10	...	...	...	...	7	...	0	...	48
29	Cooking vans	...	...	...	...	...	...	1	...	...	...	...	...	...	1
30	Prison vans	...	...	...	...	...	...	...	...	...	6	...	...	...	6
31	Carriages, dynamometer	...	...	...	...	1	...	...	...	...	...	...		...	1
32	Carriage trucks	30	...	4	5	42	7	6	...	6	50	4	21	2	18
33	Horse boxes	73	1	10	15	138	39	13	...	8	93	18	40	10	4
34	Luggage vans	41	6	20	25	61	44	23	...	2	90	16	24	6	35
35	Produce vendors' vans	...	...	...	...	...	...	14	...	...	...	...	...	...	14
36	Milk vans	...	8	...	...	...	...	14	...	...	...	...	...	...	2
37	Fish vans	...	8	...	...	...	...	20	...	...	...	...	...	...	28
38	Store, ice, and stationery vans	1	...	...	...	16	...	...	...	...	...	...	...	...	17
39	Brake vans fitted with postal compartments	...	...	...	...	...	...	...	...	...	...	...	...	...	...
40	Open wagons for passengers	...	...	...	...	...	...	...	...	...	...	...	...	...	...
41	Miscellaneous	...	8	...	...	...	2	6	...	...	...	...	...	...	16
	Total Coaching vehicles	†1,480	114	328	422	2,325	613	441	(f)	390	1,779	471	600	120	9,149
	Goods vehicles.														
1	Cylindrical wagons	...	...	...	...	...	...	259	...	...	...	...	...	...	25
2	Covered goods wagons, bogie — Iron	...	...	...	...	412	...	...	...	...	...	...	...	...	412
	Covered goods wagons, bogie — Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Covered goods wagons, ordinary — Iron	(u) 5,774	416	2,533	1,307	7,352	2,573	1,621	348	(x) 1,150	912	865	395	104	25,350
	Covered goods wagons, ordinary — Wooden	(v) 1,877	...	...	...	130	1,266	(w)90	...	...	3,517	1,328	1,086	67	9,36
	Carried over	7,651	416	2,533	1,307	7,894	3,839	1,970	348	1,150	4,429	2,193	1,481	171	35,382

† Excluding 2 third class carriages in use on lines under construction.

I—continued.

and metre gauge railways on the 31st December 1899.

METRE GAUGE.

State lines worked by companies.							State line worked by the State.	Assisted companies.					Line owned by Native State and worked by Company.	Lines owned and worked by Native States.					
XXXIX.—Bengal and North-Western—Tirhoot section. Company's section.	XLI.—Rajputana-Malwa.	XLIII.—Southern Mahratta.	XLV.—Mysore section (Southern Mahratta).	XLVI.—South Indian.	XLVIII.—Assam-Bengal.	XLIX.—Burma.	L.—Eastern Bengal—Northern, Behar and Dacca sections.	LIII.—Deoghur.	LVI.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LVIII.—Bengal Dooars.	LIX.—Dibru-Sadiya.	LXII.—Nilgiri.	LXIV.—Hyderabad-Códávari Valley.	LXXII.—Jodhpur-Bikaner—Jodhpur section. Bikaner section.	LXXIII.—Udaipur-Chitor.	LXXIV.—Bhávnagar-Gondal-Junágad-Porbandar.	LXXVI.—Jámnagar.	Total.	Progressive number.
139	371	106	31	146	32	171	150	10	49	6	10	4	7	20	6	53	6	1,317	
215	611	146	58	(k) 520	...	316	(e) 237	...	84	14	(p) 35	4	18	48	10	(s) 112	(t) 15	2,433	
6	109	25	28	...	...	25	2	...	...	...	...	...	...	3	...	10	2	210	22
...	5	...	1	15	...	...	...	...	...	...	...	...	...	...	...	...	...	21	
202	..	...	...	...	...	...	...	...	11	..	...	...	...	...	...	...	...	213	
16	24	29	...	2	...	10	7	...	2	1	...	...	...	3	...	5	...	99	
...	...	...	...	8	7	...	...	...	...	...	...	...	...	...	...	..	...	15	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	98	(j) 203	30	...	...	8	...	...	(n) 15	...	...	...	...	...	3	...	...	357	
...	5	19	...	76	75	23	...	...	...	...	...	...	...	...	..	...	...	198	24
...	...	...	2	...	...	...	...	.	...	.	...	...	...	...	...	...	...	2	
...	...	110	28	28	...	5	...	...	...	..	...	...	...	...	..	...	...	171	25
...	...	17	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	17	20
...	312	35	5	...	(l) 28	(m) 12	...	2	...	5	...	4	...	14	3	...	...	418	27
...	...	...	...	18	...	5	3	...	...	...	...	...	...	...	..	...	..	26	28
...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	..	...	...	2	29
...	5	...	...	...	...	8	1	...	...	...	...	...	...	...	...	...	...	14	30
...	1	...	...	...	...	...	...	...	...	...	...	.	...	...	..	...	...	1	31
5	38	9	5	5	...	1	5	...	...	...	...	...	...	...	..	6	...	74	32
30	82	28	8	30	6	36	10	...	5	...	3	...	4	(q) 5	1	4	1	253	33
1	(i) 31	10	12	81	13	31	12	..	6	...	4	...	...	...	...	...	...	201	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	35
...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	..	...	...	...	36
...	...	...	...	...	...	...	14	...	...	...	2	...	...	...	..	...	...	16	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	38
...	...	...	...	...	...	...	...	...	21	...	6	...	...	...	..	...	...	27	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	(r) 1	..	...	...	1	40
(h) 1	...	...	...	...	...	...	7	...	...	...	..	...	...	...	..	...	...	8	41
615	1,693	737	206	929	162	651	438	12	193	26	60	12	29	94	23	190	24	6,094	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	1
200	(y) 459	80	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	739	2
...	...	...	...	...	...	570	...	...	...	...	...	...	...	...	...	...	...	570	
3,213	2,137	(z) 2,452	398	961	155	(*) 50	1,694	...	576	75	50	...	100	...	25	258	40	12,184	3
242	1,646	198	...	856	360	1,621	667	8	20	...	83	...	...	180	...	...	...	5,881	
3,655	4,242	2,730	398	1,817	515	2,241	2,361	8	596	75	133	...	100	180	25	258	40	19,374	

REMARKS.

(a) Of these, nineteen are provided with retiring accommodation.
(b) Of these, eleven carriages are provided with retiring accommodation for females, and one carriage has fittings for Lushai and Collis' dandies.
(c) Of these, twelve carriages belong to the late Ferozepore steam tramway.
(d) Of these, seventy-eight are bogie carriages.
(e) Of these, eight are intermediate class and brake vans.
(f) There is no coaching stock on this railway.
(g) Of these, fifteen carriages are fitted with closets.
(h) This is a six-wheeled dining carriage.
(i) Of these, twelve are on bogie frames.
(j) Of these, twelve are inspection carriages.
(k) Of these, eight are of Clemenson's pattern and thirty-four are for females.
(l) Of these, twenty-one are brake vans and intermediate class carriages.
(m) These are composite brake and luggage vans.
(n) Of these, five are six-wheeled carriages.
(o) Two compartments of a third class carriage are reserved for the carriage of mails from Sára Ghât to Kaunia, and nine carriages have female compartments and seven carriages latrine accommodation.
(p) Of these, three are six-wheeled carriages.
(q) Four of these are double.
(r) This is an open carriage on bogie frame.
(s) Of these, twelve carriages have latrine accommodation.
(t) Of these, two are provided with latrines.
(u) Of these, 2,911 are fitted with wooden floors, side ventilator windows and breast rails to carry 8 horses each.
(v) Of these, 875 are fitted with wooden floors, side ventilator windows and breast rails to carry 8 horses each.
(w) Including four ambulance wagons.
(x) Of these, four wagons are fitted as construction brake vans, one as a locomotive store van, one as a traffic store van, one as a relief train van, one as a relief train brake, four as brake vans and Traffic Inspector's carriages, and five wagons are fitted to carry horses, twenty as temporary luggage vans, and two hundred and sixty-six altered to carry passengers, of which a hundred and twelve are fitted with lamp bracket.
(y) Including one hundred and sixty four steel wagons, of which eighty-two are fitted with brake compartment, as also fifty of the iron wagon.
(z) Including one hundred wagons of the military type and one hundred wagons used for carrying horses.
(*) These are six-wheeled wagons.

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.		STANDARD GAUGE.													
			State lines worked by companies.				State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native state and worked by company.	
			I.—East Indian.	II.—Bengal Central.	III.—Bengal-Nágpur.	IV.—Indian Midland.	XI.—North Western.	XIII.—Oudh and Rohilkhand.	XIV.—Eastern Bengal.	XV.—Calcutta Port Commissioners'.	XVI.—East Coast.	XVII.—Great Indian Peninsula.	XVIII.—Bombay, Baroda and Central India.	XIX.—Madras.	XXXI.—The Nizam's Guaranteed State.	Total.
	Goods vehicles—*concluded.*															
	Brought forward		7,651	416	2,533	1,307	7,894	3,839	1,970	348	1,150	4,420	2,103	1,481	171	35,382
4	High-sided wagons, bogie	Iron	...	...	...	...	1	...	...	...	...	50	...	...	10	61
		Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5	High-sided wagons, ordinary	Iron	...	.	...	600	764	...	...	...	158	...	868	(c)50	316	2,756
		Wooden	...	...	...	...	52	...	30	2	...	95	7	800	...	986
6	Medium-sided wagons, bogie	Iron	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Wooden	...	...	...	...	...	...	...	...	..	...	...	...	...	...
7	Medium-sided wagons, ordinary	Iron	...	...	790	...	...	...	..	...	...	...	...	...	309	1,099
		Wooden	...	...	...	...	...	...	...	...	...	...	...	...	27	27
8	Low-sided wagons, bogie	Iron	...	...	...	...	242	...	...	...	...	...	20	...	...	262
		Wooden	...	...	...	...	...	...	...	...	...		...	...	...	...
9	Low-sided wagons, ordinary	Iron	2,574	50	210	67	1,564	282	146	5	(j)380	1,671	93	...	...	7,042
		Wooden	*1,411	...	...	...	304	127	44	5	...	1,322	...	191	...	3,404
10	Cotton wagons, covered	Iron	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Wooden	...	...	...	...	...	...	..	...	...	...	...	...	...	...
11	Open wagons for jute		...	12	(a)20	...	...	...	...	7	...	...	...	...	...	39
12	Pilot wagons		...	...	...	...	...	...	...	...	...	27	16	...	...	43
13	Dummy wagons		16	..	(b)7	...	...	...	5	...	...	..	...	...	...	28
14	Coal or coke wagons		...	...	...	...	...	...	...	...	...	...	...	60	...	60
15	Salt wagons		...	...	...	...	...	...	...	...	...	...	150	...	...	150
16	Cattle wagons		20	...	...	...	24	...	5	...	...	...	...	50	...	99
17	Flat wagons		...	...	...	...	...	...	...	...	...	...	...	...	...	...
18	Accident vans		...	...	...	...	...	...	...	...	...	...	...	...	...	...
19	Platform wagons		24	...	...	...	...	...	...	5	...	...	...	(k) 3	...	32
20	Coal hoppers		866	...	...	...	...	...	...	...	...	...	...	...	...	866
21	Powder vans		31	...	4	4	47	8	1	...	5	18	6	4	...	128
22	Tools or stores vans		4	...	(c) 1	...	1	2	1	...	...	...	...	(l) 12	...	21
23	Treasure vans		...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	Relief vans		24	2	8	10	...	7	6	...	...	...	...	...	...	57
25	Six-wheeled trucks	Iron	...	...	...	...	...	...	...	...	...	...	101	...	...	101
		Wooden	3	...	...	...	...	...	...	...	...	...	1	...	...	4
26	Timber trucks	Iron	...	8	...	...	39	54	...	...	...	74	...	...	...	175
		Wooden	23	...	36	...	13	45	19	...	...	117	60	...	28	341
27	Ballast wagons		...	...	76	140	...	...	...	...	...	...	350	...	63	629
28	Rail trucks		...	...	...	...	272	...	...	...	...	...	...	(m)70	...	342
29	Fuel trucks		...	...	...	...	...	...	14	...	...	...	...	70	...	84
30	Bolster trucks	Double	...	...	...	...	...	...	...	..	...	...	...	60	...	60
		Single	...	...	...	50	...	...	12	...	...	...	...	115	...	177
31	Travelling oil tanks		28	...	(d)12	...	41	4	22	...	8	5	10	14	...	144
32	Travelling water tanks		...	...	...	8	42	2	1	...	...	...	16	4	3	76
33	Travelling gas holders		3	...	...	...	...	4	...	...	...	8	...	5	...	20
34	Travelling cranes		24	1	(e)11	9	50	13	(h) 5	...	...	47	...	(n)7	2	169
35	Accident cranes		...	...	...	...	...	4	...	...	7	...	4	...	3	18
36	Brake vans		452	6	(f)120	72	...	153	(i) 65	...	41	...	69	(o)177	49	1,204
37	Miscellaneous		...	...	...	...	(g) 1	...	2	...	...	...	380	1	...	384
	Total Goods vehicles		13,154†	495	3,828	2,269	11,351	4,544	2,348	372	1,749	7,863	4,344	3,174	981	56,470

I—*concluded.*

and metre gauge railways on the 31st December 1899.

METRE GAUGE.																			
STATE LINES WORKED BY COMPANIES.							STATE LINE WORKED BY THE STATE.	ASSISTED COMPANIES.					LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.					
XXXIX.—Bengal and North-Western—Tirhoot section. Company's section.	XLI.—Rajputana-Malwa.	XLIII.—Southern Mahratta.	XLV.—Mysore section (Southern Mahratta).	XLVI.—South Indian.	XLVII.—Assam-Bengal.	XLIX.—Burma.	L.—Eastern Bengal—Northern, Behar and Dacca sections.	LIII.—Deoghur.	LVI.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LVIII.—Bengal Dooars.	LIX.—Dibru-Sadiya.	LXII.—Nilgiri.	LXIV.—Hyderabad-Godávari Valley.	LXXII.—Jodhpur-Bikaner—Jodhpur section. Bikaner section.	LXXIII.—Udaipur-Chitor.	LXXIV.—Bhávnagar-Gondal-Junagad-Porbandar.	LXXVI.—Jamnagar.	TOTAL.	Progressive number.
3,655	4,242	2,730	398	1,817	515	2,241*	2,361	8	596	75	133		100	180	25	258	40	19,374	
...	...	72	..	...	...	...	...	...	...	...	...	...	...	...	..	...	...	72	4
...	...	...	...	...	...	...	...	...	...	..	...	.	...	...	...	...	...	...	
...	...	...	170	400	...	...	...	...	...	...	...	3	40	...	...	...	...	613	5
...	134	...	...	413	115	60	...	.	...	...	544	...	...	...	...	...	...	1,266	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	6
...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	
...	150	(p) 140	...	313	...	...	...	..	...	...	...	6	...	...	...	...	...	609	7
...	...	...	...	154	...	310	...	...	...	...	...	.	62	...	...	...	...	526	
28	1,180	...	...	20	...	72	...	...	...	...	...	..	...	...		20	..	1,320	8
...	...	...	...	...	...	10	...	...	...	...	...	..	..	...	...	...	...	10	
250	291	326	7[illegible]	...	5[illegible]	166	20	...	...	31	...	7	...	...	10	187	...	1,411	9
291	822	143		...	250	229	150	...	86	...	70		...	70	...	319	60	2,491	
...	...	...	..	...	...	...	...	...	...	...	...	.	...	...	...	...	...	...	10
...	...	...	...	63	...	...	...	..	...	...	...	.	...	...	...	...	...	63	
...	...	...	...	...	...	...	38	...	...	...	...	..	...	...	...	...	...	38	11
...	...	...		...	...	...	...	...	...	...	...	...	...	...		...	..	...	12
...	...	...	..	...	...	21	11	...	...	...	...	...	...	...	...	...	...	32	13
...	...	350	...	...	...	...	...	...	...	...	...	.	...	...	..	...	...	350	14
...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	15
...	...	25	3	6	10	(v) 141	...	...	...	...	...	...	...	...	...	6	...	191	16
...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	17
...	15	...	...	...	...	...	...	...	4	...	...	...	...	...		...	...	19	18
2	...	...	..	4	...	...	4	...	...	...	...	..	...	...	..	...	...	10	19
...	...	...	...	...	50	...	...	...	...	...	...	.	...	...	...	...	...	50	20
1	35	11	2	7	3	9	2	...	2	...	1	...	...	...	...	2	..	75	21
2	1	...	...	...	1	...	1	...	...	...	...	..	...	...	...	3	...	8	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
7	...	(q) 10	3	...	3	10	6	...	1	...	...	...	...	...	...	...	...	40	24
...	...	2	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	2	25
...	...	...	...	15	...	...	1	.	...	...	...	.	...	...	...	...	...	16	
250	8	38	37 (s)	(g) 18	...	...	25	...	76	...	...	..	...	...	...	16	...	468	26
32	71	36	...	33	(g) 60	...	58	...	...	...	50	...	...	...	...	..	...	340	
...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	74	...	74	27
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
...	...	...	...	...	...	(w) 157	...	...	...	...	...	...	...	...	..	...	...	157	30
...	...	(q) 55	...	...	(u) 86	150	16	..	...	...	...	...	...	...	...	...	...	307	
...	12	6	...	14	...	1	...	...	...	...	...	...	...	...	..	...	...	33	31
...	...	7	...	17	...	(c) 7	...	...	...	...	...	..	...	...	...	1	...	32	32
...	...	16	...	...	4	...	...	..	...	...	...	..	...	...	..	...	...	20	33
20	29	(r) 29	(t) 6	3	13	21	(x) 11	...	6	1	1	..	1	...	...	(c) 2	...	143	34
...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	35
125	...	...	...	52	10	135	62	...	9	...	20	..	10	...	...	37	4	464	36
...	...	...	...	...	1	...	(y) 5	...	...	...	...		...	...	...	(z) 7	...	13	37
4,663	6,990	3,996	693	3,349	1,171	3,740	2,771	8	780	107	819	16	213	250	35	932	104	30,637	

REMARKS.

* Of these, twelve are fitted with brakes.

(a) Of these, ten are bamboo wagons.

(b) Of these, four are six-wheeled wagons.

(c) These are six-wheeled wagons.

(d) Of these, six are cylindrical wagons.

(e) Of these, ten are six-wheeled.

(f) Of these, sixty-five are six-wheeled vans.

(g) These are bogie wagons.

(h) These are six-wheeled.

(i) Of these sixteen are six-wheeled vans.

(j) Of these, forty-four are fitted with low bolsters and thirteen with high bolsters to carry rails and a hundred are fitted with wooden floors.

(k) Of these, one is an eight-wheeled wagon.

(l) These also serve the purposes of accident vans.

(m) Of these, fifty are six-wheeled.

(n) Of these, three are six-wheeled.

(o) Of these, twenty are six-wheeled.

(p) Including seventeen wagons fitted with stanchions and chains.

(q) Of these, two are six-wheeled vans.

(r) Of these, fourteen are guard wagons to travelling cranes and eight are six-wheeled cranes.

(s) Of these, ten are fitted with bolsters, fifteen with four fixed iron bolsters, and twelve with two fixed wooden bolsters.

(t) Of these, one is a guard wagon to travelling cranes.

(u) Of these, seventy are platform trucks.

(v) Of these, ten are on bogie frames.

(w) Of these, fifty-five are bogie, and one hundred and two six-wheeled trucks.

(x) Four of these are six-wheeled.

(y) Four of these are tenders to relief vans.

(z) These are road vans.

† Excluding 431 wagons, 6 brake vans and 7 travelling cranes in use on lines under construction.

APPENDIX J.

Indian Railway Conference Regulations (as revised by the Railway Conference of 1899, having effect from the 1st January 1900).

CONTENTS.

REGULATIONS FOR THROUGH TRAFFIC AND INTERCHANGE OF STOCK.

INDIAN RAILWAY CONFERENCE.

Regulations for Through Traffic and Interchange of stock as revised at the Railway Conference of 1899.

Note.—The letter " A " affixed to the number of a Conference Regulation means that the rule is binding in terms of Resolution 51 of the Railway Conference of 1899.

The letter " B " means that the rule relates to rates and fares in terms of the same Resolution.

CHAPTER I.—GENERAL.

Definitions.

1 [A]. In these Regulations, unless there is something repugnant in the subject or context,—

(a) " *Traffic Manager* " means the head of the Traffic Department of the railway concerned.

(b) " *Parent line* " means the line to which a vehicle belongs.

(c) " *Hiring line* " means any line, other than the parent line, on which a vehicle may be for the time being.

(d) " *Forwarding line* " means and includes—

(1) When applied to through traffic—

(a) The booking railway.

(b) Each railway lying between the booking and terminal railways passing on traffic booked to the terminal railway.

(2) When applied to rolling-stock—

(a) The parent line on the outward journey.

(b) Each hiring line passing on a hired vehicle to another line whether on the outward or homeward journey.

(e) " *Receiving line* " means—

(1) When applied to through traffic—

(a) The terminal railway.

(b) Each railway lying between the terminal and booking railways taking over traffic booked to the terminal railway.

(2) When applied to rolling-stock—

(a) The parent line on the homeward journey.

(b) Each hiring line receiving a hired vehicle from another line whether on the outward or homeward journey.

(f) " *Ferry* " shall include a floating or temporary bridge, passed for daylight running only.

(g) " *Station* " includes junction and transhipping stations.

NOTE.—Catchwords and marginal notes shall not be taken as interpreting rules. Examples to rules shall be held as interpreting the intention of the rules.

Standards.

2 [A]. (a) The day shall be reckoned as twenty-four hours, commencing at midnight, Madras time being adopted in all cases. The week to end at midnight on Saturday.

(b) The maund of 82·29 lbs., divided into 40 seers, shall be the standard Indian weight on all railways.

(c) Fractions of a mile shall be charged as one mile.

CHAPTER II.—INTERCHANGE OF STOCK.

SECTION I.—*General.*

Calculations.

3 [A]. For the purposes of the rules in this chapter,—

(a) The ton shall in all cases be reckoned as equivalent to 27 maunds.

(b) In all calculations for charge, fractions of half a ton and over of carrying capacity or in loads shall be reckoned as one ton, and fractions of less than half a ton shall be dropped.

(c) Sundays, Christmas Day and Good Friday shall be considered as " *Dies non* " in respect of demurrage only. No other " *Dies non* " shall be allowed.

4 [A]. Passenger carriages, horse-boxes, carriage trucks, brakevans, and passenger road or luggage vans shall, irrespective of contents, be in all cases reckoned as coaching vehicles whether they run upon passenger or goods trains. Postal vehicles are coaching stock, but are subject to special arrangements. All other kinds of vehicles shall be reckoned as goods vehicles, irrespective of contents and of the train on which they run.

Definition of coaching and goods stock.

5 [A]. The interchange of coaching stock shall be subject to mutual arrangement between the respective railways.

Interchange of coaching stock.

6 [A]. (*a*) The interchange of goods stock shall be unrestricted, and shall extend to all connected lines and branches.

Interchange of goods stock and transhipments.

(*b*) Except as provided in clause (*c*) of this regulation, it shall be optional with the receiving railway to tranship, at the junction, the contents of any wagon containing a load for one station of less than half its carrying capacity. The cost of transhipment shall be charged against joint station expenses where the load is less than five tons on the standard gauge and three tons on the metre gauge; but when the load is five tons or more on the standard gauge and three tons or more on the metre gauge, the charge for transhipment shall be at the cost of the receiving railway. Unless otherwise arranged, consignments for more than one station loaded in any one wagon shall be transhipped at the junction at the expense of the joint station.

N.B.—In the event of such transhipment at a junction, wagons shall remain at the charge of the forwarding railway for a period of 12 hours, and thereafter at the expense of the receiving railway.

(*c*) Traffic Managers shall be at liberty to make exceptions by mutual agreement as to transhipment in cases of consignments which, from their bulk or weight, fully occupy or need a wagon, or which require exceptional care, such as furniture, glassware, stationery, millinery, pictures, musical instruments, etc., etc.

(*d*) It shall be optional with a railway to tranship, at its own expense, the contents of a wagon at any point short of destination but beyond the junction.

7 [A]. (*a*) For hiring purposes, all stock shall, subject to (*b*), be considered as handed over when entered in the number-taker's book at the junction station, and it shall be so entered directly it is put into the lines or sidings in which such stock is usually placed for that purpose, or at such time and in such ways as may be arranged between the railways forming the junction.

Delivery of stock.

(*b*) Stock shall not be considered as accepted by the railway on to which it is going at any junction station until it and the load it may contain are in a condition to be taken on by the railway on to which it is going; and hire and other charges, if any, shall be paid by the railway bringing it to the junction until it is put into that condition.

(*c*) Except as otherwise provided for in these Regulations, all vehicles, of whatever railway, handed to any railway at a junction on the outward journey shall be accepted and dealt with only as vehicles of the railway which brings them to the junction; and vehicles which are returned to a junction on the homeward journey shall be treated as vehicles of the railway to which they are so returned.

N.B.—At junctions with the parent line only, an allowance not exceeding 12 hours may be claimed as a rebate in the hire accounts by the receiving line for stock unavoidably detained owing to want of connection in train service.

8 [A]. (*a*) Passenger carriages shall be returned to the parent line by the route by which they were received loaded, except under mutual arrangement.

Return of stock to parent line.

(*b*) Subject to the provisions of clause (*c*) of this Regulation empty horse-boxes, carriage trucks, and wagons shall be returned to the parent line by the route by which they were received loaded, except when by consent of the parent line, it is arranged that they may be returned by any other agreed route.

(*c*) Horse-boxes, carriage trucks, and wagons may be loaded at any place on the route of the homeward journey to any place short of, or on, or beyond, the parent line by the route by which they were received.

(*d*) Subject to the proviso that the parent line may require that its wagons, horse-boxes, or carriage trucks be returned in accordance with clauses (*b*) and (*c*) by the route by which they were received, wagons, horse-boxes or carriage trucks, may be loaded at any place on the homeward journey to any place on the parent line, or to any place beyond, but *viâ* the parent line, and may be sent by the most direct route to that place, whether it be the route by which they were received on the outward journey or not.

(*e*) Wagons, horse-boxes, and carriage trucks may on or before the return journey be diverted or may be sent beyond original destination without missending charge for distances aggregating not more than 50 miles, whether on the main line or on one or more branches, in order to secure a load in the direction in which they are returning. Provided that any railway shall have the right on giving one week's notice to suspend this Regulation and require the direct return of its stock to the parent line.

(*f*) When a railway consists of two or more sections unconnected with each other, each section shall, for the purposes of this Regulation, be considered as a separate railway.

9 [A]. (*a*) Any railway which deals with a vehicle in contravention of Regulation 8 shall pay to the parent railway ten rupees in the case of a standard gauge vehicle and seven rupees in the case of a metre gauge vehicle per day or part of a day from the time such vehicle was

Missending in contravention of Regulations.

misused until it returns to a station on the route by which it should have been sent; or until it is returned to a junction of the parent railway.

(*b*) Missent vehicles shall be subject in addition to the charges in this Regulation to charges for hire and demurrage.

(*c*) Missent vehicles under clause (*a*) of this Regulation, which have been loaded to a foreign line by the missending railway, shall be returned by the foreign railway to the parent line by the shortest route, unless reloaded to or beyond the parent line, in which case they may be sent by the most direct route to destination. When passing over foreign lines such lines shall be paid haulage by the missending railway at the rate of one pie per mile per ton of carrying capacity of the vehicle for any distance in excess of that for which they may be entitled to freight.

(*d*) A missending railway dealing with vehicles in contravention of Regulation 8 shall be responsible to the parent line for hire and other charges thereby entailed, and also to all foreign lines for any haulage charges thereby incurred. But the foreign railway shall pay to the missending railway any demurrage which may be incurred on the foreign railway.

Exemption from missending charges when vehicles are sent on.

10 [A]. If goods are required to be sent to a station beyond the original destination, the consignment may be sent on in the original wagon without incurring a charge for missending, but they will be subject to hire and demurrage. Luggage vans, horse-boxes, and carriage trucks may be re-booked under the same conditions.

Missending without contravention of Regulation.

11 [A]. (*a*) In the event of a loaded or empty wagon which is properly booked in accordance with regulations being missent, the railway so missending shall pay to the other railways over whose lines the vehicle runs owing to the missending a haulage rate of one pie per ton of carrying capacity. The missending railway shall also pay to the parent line hire due to the missending; also demurrage for any time in excess of the time which would have been allowed free had it been despatched by the correct route. The freight earned in the case of loaded wagons will be dealt with under Regulation 29.

(*b*) Provided that, when a line has received freight, it shall not receive haulage, except for the distance in excess of the distance for which freight has been earned.

(*c*) Provided also that vehicle hire charges which would have been due if the correct route had been followed shall be paid by the railways forming the correct route, and credited to the missending line.

(*d*) Wagons missent on the outward journey should, when there is no break of gauge, be returned by the correct route, which, having been credited with its full freight on the outward journey, will receive no haulage on this portion of the return journey.

Liability resulting from accident.

12 [A]. (*a*) So soon as the rolling-stock of any railway passes into the custody or possession of any other railway, such other railway shall be responsible for all and every contingency that may arise from the use of such stock while it remains in its possession. Except that, if the contingency is clearly traceable to defect of material or workmanship, the actual repair or replacement of the vehicle in which there was such defect, but not of any other vehicle or any other consequent damage, shall be at the expense of the parent railway.

(*b*) The cost of repairs arising from ordinary wear and tear shall always be borne by the parent railway, but in cases of palpable damage (such as dropping heavy weights into wagons and so damaging the bottoms, neglect of greasing or oiling, and other similar neglects), and in all cases of accident or collision, the cost of repairs shall, except as provided in clause (*d*) of this Regulation, be borne by the railway in whose custody or possession the stock may be at the time the damage occurs.

(*c*) No claim for the cost of repairs shall be valid unless made within three months of the date at which the repairs are completed.

(*d*) The cost of repairs to any vehicle damaged, which does not exceed ten rupees, shall be paid by the railway which carries out the repairs.

(*e*) No charge shall be made for the freight of material sent for repair of damaged stock, or for the haulage and hire of wagons carrying damaged stock back to the parent railway. But such wagons shall be subject to demurrage charges.

SECTION II.—*Hire.*

COACHING.

Coaching vehicles.

13 [A]. (*a*) Subject to the exceptions in clause (*b*), payment for the use of coaching vehicles shall be made at the rate of four annas per hour per standard gauge vehicle, and at the rate of two annas per hour per metre gauge vehicle and such payment shall be called "hire."

Fractions of an hour of 30 minutes and over shall be taken as an hour, and fractions less than 30 miuntes shall be dropped.

(*b*) Half hire shall be paid on horse-boxes, carriage trucks, prison and hospital carriages, and on private carriages, troop-extra trains, private special trains, and special passenger trains put on for fairs, etc.

(*c*) When the lead over a receiving railway is less than 100 miles, charges under (*a*) and (*b*) above shall not accrue for the first 12 hours during which the vehicle is on the receiving line.

(*d*) Bogie carriages having 4 or more axles shall be reckoned as two ordinary carriages.

GOODS.

Goods vehicles.

14 [A]. (*a*) The ordinary rate of payment for the use of goods stock shall be one pie per hour per ton of carrying capacity on the standard gauge and 0·8 pie on the metre gauge: and such payment shall be called "hire."

Fractions of an hour of 30 minutes and over shall be taken as one hour, and fractions under 30 minutes shall be dropped.

(*b*) Where the load in a wagon in the outward direction is less than six tons on the standard gauge and four tons on the metre gauge, the hire shall be paid on three tons in the former case and two tons in the latter, provided that when a wagon rate is collected from consignor or consignee, hire shall be paid on the full carrying capacity of the wagon.

(*c*) Where the lead over a receiving railway is less than 100 miles, charges under (*a*) and (*b*) shall not accrue for the first 48 hours during which the vehicle is on the receiving line; but this concession is subject to a minimum hire of 4 annas per vehicle on the standard gauge and of three annas on the metre gauge for each 10 miles or part of 10 miles of distance travelled in the outward direction.

(*d*) Goods vehicles carrying passengers or live-stock of any kind booked through shall be charged for as per clause (*a*) of this Regulation.

SECTION III.—*Demurrage.*

Coaching vehicles.

15 [A]. There shall be no demurrage charges for coaching vehicles.

Goods vehicles.

16 [A]. (*a*) Subject to (1) the free allowance for short leads provided for in Regulation 14 (*c*) and (2) the observance of "*dies non*" provided for in Regulation 3 (*c*), the time during which a wagon may be absent from the parent line on payment of hire shall be arrived at by allowing one hour for every six miles for standard gauge and one hour for every five miles for metre gauge vehicles which would be run in both directions were the wagon returned by the correct route, and thirty-six hours for unloading and twenty-four hours for re-loading at destination; also twenty-four hours at any intermediate station or stations for one or both of these operations, and twelve hours each way in case of a ferry by which goods vehicles are crossed.

(*b*) Goods vehicles received from one railway by another for back loading under Regulation 22, shall be allowed thirty-six hours for loading at the station from which returned to the parent line.

(*c*) When the time specified in clauses (*a*) and (*b*) is exceeded, payment for such excess time shall be made at four times the hire specified in Regulation 14 (*a*) and such augmented payment shall be called "demurrage."

Method of calculation.

17 [A]. Demurrage shall be calculated separately on the time occupied in the passage of vehicles over each line in succession, and, when incurred, shall be paid by the line on which it was incurred to the parent line:

Provided that in the case of any demurrage occurring on missent vehicles, it shall be paid to the missending railway which is responsible to the parent line for such charges:

Provided further that when through oversight or otherwise any demurrage occurring on a line not being the missending line shall have been paid to the parent line by the line on which it was incurred, such payment shall absolve the missending line from its responsibility in respect to the same.

Demurrage on wagons at junctions of different gauges.

18 [A]. (*a*) At junction stations of railways of different gauges, the rates of demurrage as fixed in this section shall be payable for the stock of either railway detained under load beyond the usual free time, but only in accordance with rules mutually agreed upon by the railways working into the junction station.

(*b*) But in the event of any railway being unable to supply a sufficient number of wagons to cope with the traffic offered at junctions of lines of different gauges, as contemplated in clause (*a*) of this Regulation, such railway may suspend or limit through-booking from midnight of the date of receipt of advice.

SECTION IV.—*Detention of traffic and stock owing to accidents, congestion, etc.*

Interruption of through communication.

19 [A]. (*a*) In the event of interruption of through communication from any cause whatever for 12 hours or over, hire and demurrage shall not be charged under the provisions of Regulations 13 to 17 for the period during which the interruption lasts on stock delayed in consequence, either short of or beyond the point of interruption.

Notice of interruption to be sent and penalty for failure to do so.

(*b*) In order to obtain the benefit of Regulation 19 (*a*) above, the railway on which the interruption occurs must, within 48 hours of the occurrence, despatch telegraphic advice of the fact to all railways whose stock is thus detained, failing which hire and demurrage will be chargeable at the option of the parent railway until the despatch of such advice.

Call for wagons in exchange by parent line.

(c) If required by the parent line, the railway on which an interruption occurs shall, as far as practicable, send an equal number of vehicles of its own to be used without charge upon the railway to which the stock so detained belongs, for the time that such stock is detained.

Payment for failure to comply with call in respect of wagons detained short of point of interruption.

(d) In the case of wagons detained beyond the point of interruption, no charge is leviable from a railway unable to comply with a call under this Regulation. On wagons detained between the parent line and the point of interruption, demurrage shall be chargeable at the option of the parent line on the failure of the railway on which the interruption occurs, to meet a call for wagons in exchange for them. Demurrage to commence 24 hours from the time that the call is made.

Diversion of traffic and division of fares and freight owing to interruption of through communication.

(e) When owing to an interruption of through communication it is necessary to stop the booking of traffic by any route, traffic which may have been booked before receipt of notice of closing shall, when necessary, be diverted by the shortest open route, fares and freight being collected from the public by the route originally booked and divided in mileage proportion over the whole route actually travelled from original starting station to destination.

Booking after notice of closing route.

(f) After notice of closing, traffic shall be booked by the cheapest open route and freight charged by the route booked.

Block of traffic at receiving stations.

(g) On the occurrence of a block of traffic, when a railway, owing to the large amount of traffic arriving, finds itself unable to return foreign wagons within the free time allowed, it shall send notice by telegram to despatching railways, advising them either to stop booking or to restrict traffic, as the case may be, or naming the conditions upon which traffic will be received.

In the event of booking being stopped or restricted, home line bookings must be stopped at the same time or proportionately restricted, advice being given to foreign railways that this has been done. Such notices shall have effect from midnight of the date of receipt of the advice, traffic booked before this hour being received without restriction.

Damage to stock.

20 [A]. (a) In cases in which the stock of any railway is damaged upon the line of another railway, a period of not more than ten days shall be allowed free of hire and demurrage to the railway on which the damage occurred for the repair of the stock. But if the repairs cannot be completed in ten days, the vehicles shall be despatched to the parent railway within that time.

(b) In addition to the free allowance as prescribed in clause (a) of this Regulation, the actual time occupied in conveyance of material for repairs from the parent line shall be allowed free of hire and demurrage in the case of damaged stock of one railway repaired on the line of another railway.

(c) If the damaged stock be not returned either repaired or not repaired within the period allowed, hire and demurrage shall be charged after the expiry of such period, unless specially exempted by the Traffic Manager of the parent railway.

(d) Notice in general terms stating how and when the damage took place and the nature of it shall in all cases be sent within one month by the Traffic Manager of the railway, on which the damage occurred to the Traffic Manager of the parent railway, and also to the Traffic Manager of each intermediate railway between the line on which the damage occurred and the parent railway. Failure to give this notice will involve forfeiture of the free time allowed by clause (a) of this Regulation.

SECTION V.—*Equalisation of stock interchanged.*

Call by forwarding railway.

21 [A]. (a) The railway on which through traffic originates shall provide wagons for such traffic. But when the sending railway has absent on the receiving railway an excess of not less than 10 per cent. of its total wagon stock, or 350 wagons, whichever is less, the sending railway may call on the receiving railway to make over such number of empty wagons daily for the purpose of traffic to and *viâ* the receiving railway as it may deem necessary towards the equalization of tonnage: provided that such daily number shall not be less than fifteen, and shall not exceed one-seventh of the total excess which the sending railway has on the receiving railway at the time the call is made. If the number of wagons called for is not supplied during the week commencing on the fourth day after the call has been received, a charge shall be paid by the receiving railway to the sending railway on the net balance received short at the end of the week at the rate of one and a half rupees per ton of carrying capacity of the wagons short supplied. This charge to be in addition to ordinary hire, demurrage, and missending charge which may accrue under the rules on the stock of the sending railway actually running with through traffic upon the receiving railway; but no missending charge shall be payable by the sending railway for the empty running of the wagons sent in response to a call to obtain a load for the receiving railway. The receiving railway shall be at liberty to supply on any day throughout the week in response to a call a maximum of not more than 50 per cent. beyond the daily number called for, provided the total number called for is not exceeded in the week.

(b) In the case of a sending railway having more than one junction with a receiving railway the number on which the call shall be made shall include the wagons exchanged at all junctions, but the receiving railway is not bound to supply, nor the sending railway to accept, more wagons at any one junction than is proportionate to the excess exchanged at that junction.

(c) This equalization shall, when called for by the sending railway, be made in the following manner, namely :—

If, for example, on the 3rd of a month the sending railway has 750 wagons on the receiving railway and receiving railway has 129 of its wagons on the sending railway, then the sending railway may on the 4th, or within seven days after the 3rd, call upon the receiving railway, either by wire or letter, to equalize the balance of excess—that is, 621 wagons—by handing over to the sending railway that number of empty wagons for back loading to the receiving railway during the seven days subsequent to the third day from the date of the call—that is, if the call is received on the 4th of a month, during the next seven days commencing on the 8th of the month.

The receiving railway must, upon receipt of such a notice on the 4th of the month, hand over on the fourth day afterwards, *i. e.*, the 8th of the month, and on the subsequent six days, an average of 88 wagons a day (fractions being dropped), *i.e.*, for seven days from and inclusive of that day, the 8th of the month.

Fresh notice of call must similarly be given by the sending railway on the 11th of the month or subsequently within the seven days commencing on that day in regard to the excess balance that may exist on the 10th of the month, and this fresh call must be responded to by the receiving railway in the same way as in the case of the original call mentioned above, and so on, from time to time, the intention being that the excess at any time shall be equalized within the following ten days.

(d) (1) Wagons of the sending railway forwarded under load to the receiving railway, if returned loaded or empty by the receiving railway, to the sending railway during the continuance of such call, shall not be reckoned as forming part of the wagons supplied in response to the call referred to in this Regulation.

(2) Empties handed over for back loading in response to a call under this Regulation, and still on the receiving line are to be reckoned as wagons forwarded by the receiving railway in the calculation towards the equalization for following week.

(3) The excess of not less than 10 per cent. of its total wagon stock or 350 wagons in clause (a) of this Regulation shall not include vehicles belonging to one or other railways forwarding traffic across the railway having a junction with the receiving railway, unless the number belonging to any one railway shall have exceeded 350 wagons.

But when a foreign line has called upon an intermediate line, the intermediate line may pass on a fair proportion of the call to an adjoining line beyond, such proportion being based on the total number of the calling line's wagons received by the intermediate line from the calling line and the number of such wagons sent forward by the intermediate line to the line beyond.

(e) Open wagons shall be accepted if supplied with proper sheets and ropes.

(f) The sending railway may countermand the call at any time whenever altered circumstances make it desirable.

Example No. 1.—

A (the sending railway) has at midnight on the 3rd of a month 750 10-ton wagons on *B* (the receiving railway) sent *viâ* junction X.

B has at midnight on the same day 129 of its 10-ton wagons on *A*, also sent *viâ* junction X. Excess 621 10-ton wagons of *A* upon *B*.

A may on the 4th of the month call upon *B* to hand over at junction X on the 8th of the month and on the six following days an average of 88 10-ton wagons on each of those days to equalize the balance of excess of 62 10-ton wagons of *A* on *B* on the 3rd of the month, or an equivalent in wagons of other capacities.

B cannot send more than the equivalent of 132 10-ton wagons on any one day, being 50 per cent. more than are called for.

B on the 8th, 9th, and 10th sends the equivalent of 88 10-ton wangons to *A*, and on the 11th *B* sends only the equivalent of 53 10-ton wagons ; on the 12th *B* sends only 27 10-ton wagons ; on the 13th *B* sends 132 10-ton wagons (being 50 per cent. more than the 88, the daily supply called for), and on the 14th *B* sends 25 10-ton wagons, *B* will thus have supplied equal to 115 10-ton wagons less than the call in the seven days, and has to pay R1-8 per ton on that short supply, that is, R1,725, and the equalization is held to be completed, there being no further claim by *A* upon *B* for excess wagons for the call which was made on the 4th of the month.

Example No. 2 —

If on the 10th *A* has equal to 647 10-ton wagons on *B* sent *viâ* junction X, and *B* has the equivalent of 245 10-ton wagons on *A*, also sent *viâ* junction X, then *A* may call on the 11th for the equivalent of 402 10-ton wagons, that is, an equivalent of 57 10-ton wagons (the fraction being dropped) per day which should be handed over by *B* on the 15th and six subsequent days. The 57 10-ton wagons a day are equal to 3,990 tons of carrying capacity in that seven days. *B* on the 15th sends 57 10-ton wagons, on the 16th 20 14-ton wagons, on the 17th 20 14-ton wagons, on the 18th 20 14-ton wagons, on the 19th 30 10-ton wagons, on the 20th 25 10-ton wagons, and on the 21st 63 14-ton wagons. Thus *B* will have supplied 1,148 tons of carrying capacity short of what was called for, and will pay R1,722 for that deficiency ; and the equalization contemplated having been completed will have no further claim upon *B* for excess wagons for the call which was made on the 11th of the month.

22[A]. (a) When the aggregate excess number of wagons absent from any one railway upon any other railway shall exceed three hundred and fifty at the end of any week, the receiving railway may call upon the forwarding railway

Call by receiving line.

to take over a sufficient number of wagons to bring this excess within three hundred and fifty. This excess number of 350 wagons absent from any one railway upon any other railway shall not include vehicles belonging to one or other railways forwarding traffic across the railway having a junction with the receiving railway unless the number belonging to any one railway shall have exceeded 350 wagons. In the event of the forwarding railway not intimating within forty-eight hours after notice of tender by the receiving railway its intention to accept such wagons, a charge of two rupees per standard gauge wagon and one rupee per metre gauge wagon per day shall thereafter be paid as a rebate on hire by the forwarding railway upon the daily balance in excess of three hundred and fifty absent.

(*b*) No notice shall be valid unless given by wire, or in any other way that may be mutually agreed upon, within three days after the close of a week, by the receiving railway of its intention to offer wagons; and the rebate shall not be charged until the expiry of forty-eight hours after the despatch of the notice by the receiving railway.

(*c*) Except as provided in Regulation 8 (*l*), when any two railways have more than one junction with each other, all such junctions shall be regarded for the purposes of this Regulation as one junction only.

But the receiving railway shall tender at each junction only such number of the wagons in excess of three hundred and fifty as is in proportion to the total number of wagons received in excess at such junction.

Example—

Railway *A* receives in excess from railway *B* in one week at junction X 279 wagons, at junction Y 352 wagons, at junction Z 164 wagons, being a total received in excess of 795, or 445 more than the limit of 350, which is fixed for all the exchanges in one week between the two railways. Railway *A* can offer to send to railway *B* the following number of wagons at each of those junctions respectively for that week, *viz.*, at—

Junction X, $\frac{279}{795} \times 445 = 156$ wagons; at junction Y, $\frac{352}{795} \times 445 = 197$ wagons; and at junction Z $\frac{164}{795} \times 445 = 92$ wagons.

(*d*) No railway shall be required to take over under this Regulation on any one day more than 50 per cent. over one-seventh of the total excess of the previous week, provided the total number offered in the week is not more than the excess over three hundred and fifty during the week, nor more than 50 per cent. over one-seventh of that excess on any one day.

23 [A]. Wagons taken over under the provisions of Regulations 21 and 22 shall be subject to hire and demurrage rules, the hire charge being based on the return load, but there shall be no charge for missending. In the event of a load not being available, the hire shall be as per clause (*b*) of Regulation 14.

Hire on wagons called for.

SECTION VI.—*Returns and Accounts.*

24 [A]. (*a*) In case a wagon, horse-box, or carriage truck is loaded on the homeward journey to any station short of the parent line, or in case of any alteration in the destination or route of a vehicle of any description caused by transhipment of the load or otherwise, the audit offices of the respective railways shall make full explanatory remarks in the interchange statements against the entry of such vehicle, and credit the hire and demurrage that may be due.

Junction returns.

(*b*) Each railway shall accept the statements of other railways with respect to the loads and vehicles, unless the number-takers at the junction notice and record that the loads have been interfered with, when the actual contents and their condition shall be ascertained and recorded by an authorised representative of each of the railways forming the junction.

(*c*) The accounts referring to any charges under the Regulations in this chapter in which any railway is concerned shall be open to the inspection of such railway.

25 [A]. No claim of any description for charges under the rules in this chapter shall be entertained if preferred after a lapse of six months from the date on which a vehicle returns to the parent line.

Limitation of claims.

26 [A]. Whatever charge is paid for hire, demurrage, and missending by any railway for the use of vehicles of other railways shall in all cases belong, and be paid over, to the parent line.

Settlement of accounts.

CHAPTER III.—THROUGH TRAFFIC REGULATIONS.

SECTION I.—*General.*

27 [A]. In the absence of mutual agreement between particular railways as to the routing of traffic or of specific instructions in writing from the sender or his authorised agent—

Routes and junctions.

(i) all traffic shall be booked and carried by the cheapest route;

(ii) where the rates by two or more routes are equal, traffic may be booked and carried by the route most favorable to the railway on which it originates.

(*The Madras railway dissents from this Regulation.*)

28 [A]. The minimum rate between junctions shall be fixed by the railway or railways owning the shorter route.

Minimum rate between junctions.

(*The Great Indian Peninsula, Bombay, Baroda and Central India and Assam-Bengal railways dissent from this Regulation.*)

29 [A]. (*a*) In all cases of through goods traffic, also of carriages, and live-stock booked as coaching traffic, in through vehicles being booked, or despatched to destination contrary to Regulation 27, or despatched by other than the booked route when that is the correct route, freight by the correct route shall be collected and divided between the lines forming that route according to their proper proportions. For the portion of the distance carried which is not in the correct route, the missending line shall pay the haulage, hire and demurrage charges which may be due under Regulation 11.

Freight on wagon of goods mis-despatched.

(*b*) In all cases of through goods traffic being despatched to wrong destination, it shall, forthwith, on the error being discovered, be despatched by the most direct route to destination.

(*c*) When goods not carried to destination in the wagons in which despatched by the forwarding railway are dealt with contrary to Regulation 27, freight by the correct route shall be collected and divided between the lines forming the correct route according to their proper proportions, and the missending railway shall pay for the missent distance a charge to the carrying line of three pies per ton per mile, subject to the proviso that such payment shall not be made on the distance for which freight is earned. The charge under this rule to be exclusive of handling charges at ferries and conveyance charges to and from out-agencies which are to be paid separately.

(*d*) Small consignments of less than 54 maunds over-carried or carried by the wrong route through the fault of the staff shall be returned to destination free of charge; this to apply to cases of both over carriages and misdespatches under this Regulation.

30 [A]. Any one railway having entire command of a route between the despatching and receiving stations may fix the rate between these stations and may carry the traffic by its own route.

Fixing of rate by railway having entire command of route.

(*The Great Indian Peninsula and Assam-Bengal railways dissent from this Regulation.*)

31 [A]. (*a*) Each railway shall publish tables of rates and fares and rebates from each of its junctions with foreign lines to every station on its own system. Terminals when charged shall be included in the rates quoted. Each railway shall supply free twelve copies of such rate and fare lists as may be needed to each railway with which through-booking arrangements exist, and further copies shall be supplied, if required, on payment.

Advices of rates and fares.

(*b*) Rates shall be quoted in all rate lists at "per maund" or "per wagon." The quotations to be in rupees, annas and pies.

(*c*) The rates quoted for freight shall, except where otherwise specified by public notice include all such services as marking, weighing, making out receipts, and loading and unloading.

32 [A]. (*a*) Advices of all changes of rates, fares, classifications, rebates and conditions shall be issued quarterly and shall be despatched not later than the first day of the first month of the quarter in each year, namely, the 1st of January, the 1st of April, the 1st of July, and the 1st of October.

Changes of rates, fares, etc.

(*b*) The receiving railway or railways may despatch one advice of consequent alterations not later than the end of the first month in each quarter. Such consequent alterations shall apply only to rates affected by the changes notified in the first instance. These advices under (*a*) and (*b*) respectively (twelve copies, or such other number as may be agreed on) shall be sent only once a quarter to all railways with which there is through booking, a *nil* form being sent when no alteration is proposed.

(*c*) The railway originally notifying cannot give notice of a further change till the quarter following that in which the first advice is required to be given.

(*d*) The rates, etc., so advised shall become operative from the first day of the quarter following that in which they are required to be notified under clauses (*a*) and (*b*).

Example—

Railway A may give notice to Railway B not later than the 1st of January. The rates, etc., contained in such notice will come to force on the 1st of April.

Railway B may give notice not later than the 31st of January of consequent alterations. Such consequent alterations will also come into force on the 1st of April.

No further alterations can be brought into force on the 1st of April but must be the subject of fresh notice under clause (*a*) of this Regulation.

(*e*) With the consent of all railways interested, any railway or railways may introduce or alter through rates with immediate effect, but in the absence of such consent the procedure shall be as laid down in clauses (*a*) and (*b*) of this Regulation.

(*f*) Any rates notified in contravention of these regulations shall be inoperative.

NOTE.—The rules as to changes in rates apply to through rates. Changes in local rates may be introduced at any period, but must be notified to all railways within 14 days after date of introduction.

(The Bengal-Nágpur and Assam-Bengal railways dissent from the whole of this Regulation, and the Bengal and North Western, Rohilkund and Kumaon, Bombay, Baroda and Central India and South Indian railways dissent from the note at foot thereof.)

Freight on articles lost, damaged, or unclaimed.

33 [A]. (*a*) Freight on goods and parcels lost or damaged shall be debited to compensation account in addition to the amount of the claim.

(*b*) Freight on goods and parcels left on hand unclaimed shall be charged against the goods or parcels, as the case may be, the railway on which they were left taking the articles and keeping the value thereof; and if the value is less than the amount of the freight, the balance shall be charged against the compensation account of the railway on which the goods or parcels were left.

(*c*) In such cases unrecovered wharfage or demurrage when not covered by the sale value of the package or packages should be written off by the railways on which it was incurred.

Claims on through consignments.

34 [A]. (*a*) Claims should, after verification, be at once paid by the railway on whom the claim has been made.

(*b*) Failing settlement of liability promptly between the railways concerned, the claims shall be referred to arbitration.

(*c*) Pending result of arbitration, the amount for which a claim has been settled should be temporarily adjusted in mileage division over the railways over which the consignment has been carried. Upon final settlement, the amounts over or underpaid shall be adjusted between the railways concerned.

Apportionment of claims on through goods traffic.

35 [A]. The following rules shall be observed in the apportionment of compensation claims on through goods traffic :—

(*a*) When a wagon in which damage, deficiency or loss is discovered, arrives at a station with the sending station's seals intact, the sending station shall be held responsible unless the damage, etc., can be proved to have occurred elsewhere.

Station is held to include junctions and transhipping stations; sending station is held to mean the station, junction, transhipping station, or other point at which a wagon was last sealed.

(*b*) When a joint station is held responsible under these rules for any damage, deficiency, loss, etc., the amount of the claim shall be debited to joint station expenses.

(*c*) When a seal is not intact and damage, etc., is discovered, the amount of the claim shall be borne by the railway on which the discovery is made, unless it can be proved to have occurred elsewhere.

(*d*) The above rules do not apply to damages caused by wet. Claims on consignments loaded in covered wagons damaged by wet shall be borne in mileage proportion by all the railways over which the consignment is booked.

(*e*) Any damage, etc., must be notified by wire to the sending and consigning stations immediately the wagon is opened.

SECTION II.—*Coaching.*

Through-booking of coaching traffic.

36 [A]. All coaching traffic shall be booked through between all stations of all railways which have through-booking arrangements with each other, provided the stations are open for such traffic.

Passengers travelling by other than booked route.

37 [A]. (*a*) Except as provided in clause (*b*), when passengers are found on a route by which they are not booked, they shall be sent to destination by the shortest or quickest route, whichever they prefer, the fares, etc., being divided in accordance with the original booking, provided also that the railways carrying the passengers by these routes shall receive their fares, etc., recoverable from the railway or railways owning or jointly working the junction which allowed the mistake to occur.

(*b*) Passengers desirous of adopting an alternative route from any junction may travel by that route on paying the difference, if any, between the booked and diverted route for themselves servants and luggage. In such cases, the railways carrying the passengers shall share the fares, etc., in proportion to each railway's fare by the route actually travelled.

Opening of booking offices.

38 [A]. At Principal stations, passengers or their servants shall be allowed to purchase tickets and book luggage at any time during the day.

Reserved accommodation to return ticket-holders.

39 [A]. When reserved accommodation is required by return ticket-holders, each half return ticket shall be accepted as one of the tickets needed to reserve the required accommodation.

Free allowance of passengers' luggage.

40 [B]. (*a*) The free allowance of passengers' luggage shall be as follows :—

For a first class passenger	$1\frac{7}{8}$ maunds.
„ second class passenger	30 seers.
„ intermediate class passenger	20 „
„ third class passenger	15 „

and half these quantities for each child's half ticket.

(*b*) In through-booking in the case of 1st and 2nd class passengers, the bundle of rugs, tiffin basket, and small hand-bags, walking-sticks, or umbrellas, and in the case of intermediate and 3rd class passengers, the razai or blanket, which passengers usually take into the carriage with them for their requirements on the journey, shall not be weighed.

(*c*) Holders of return tickets shall be entitled to the free allowance of luggage on both the outward and the return journey.

Return tickets for race horses.

41 [B]. Return tickets shall be issued for horses for racing purposes at a fare and tenth under the following conditions:—

(i) That the horses be carried at owner's risk.
(ii) That three or more horses travel in the same box booked by the same sender.
(iii) That the outward and return journey be completed within six months.
(iv) That before the horses are carried on the return journey, a certificate be produced from the Secretary to the Race Meeting to which the horse was booked that the horse was actually entered.
(v) That horses attending more than one meeting may break journey either on the outward or the homeward route for the purpose of attending other race meetings, always provided that the horses do not travel over the line more than once in the same direction.

(*The Rohilkund and Kumaon, Nilgiri and Darjeeling-Himalayan Railways dissent from this Regulation*).

SECTION III.—*Goods.*

Method of calculating goods rates.

42 [A]. (*a*) In calculating rates per maund, fractions of a pie under one-half shall be omitted, all others being reckoned as one pie.

(*b*) In calculating charges, if the total for each consignment gives a fraction of an anna of six pies or more, such fraction shall be charged as one anna; if the fraction be less than six pies, such fraction shall be dropped.

(*c*) Only one minimum charge shall be made, and this minimum charge shall be divided according to mileage.

(*d*) The minimum weight to be despatched by goods train shall be fourteen seers.

(*e*) The minimum distance charged shall be ten miles, subject to a minimum charge of eight annas.

(*f*) Subject to the minimum charge, fractions of a quarter of a maund shall be charged as a quarter of a maund, thus:—

121 seers shall be reckoned as 3¼ maunds.
26 " " " ¾ maund.
14 " " " ½ "

(*g*) The rules for fractions and minimum charges contained in this Regulation apply to each class of goods in each consignment.

Penalty charges leviable under section 58 of the Indian Railways Act, 1890.

43 [A]. (*a*) The penalties when levied under clauses (2) and (3) of section 58 of the Indian Railways Act, 1890, shall be calculated on the entire distance over which the consignment will be or has been carried.

(*b*) The penalties calculated in accordance with clause (*a*) shall either be entered in the invoice at sending station or, in case of misdeclaration detected after despatch, shall be entered on the invoce at destination, so as to show the amount due to each railway concerned.

(*c*) Any charges incurred under clause (6) of section 58 of the Act shall be defrayed by the railway which detains and examines the goods, such charges, when incurred at a station worked by a joint staff, being debited to joint station expenses.

Invoice.

44 [A]. There shall not be more than one invoice for each consignment. Invoices shall be sent forward by the train which will arrive first at the destination of the goods.

Errors in invoices.

45 [A]. In the apportonments of freight, the limit to which errors in calculation of freight in each railway's proportion shown on invoices for goods booked through shall be disregarded in the receiving railway's audit office, and in checking division sheets, shall be R1 in respect to both over and under charges. This does not apply to errors in rate, weight, or classification.

CHAPTER IV.—FARES AND RATES.

SECTION I.—*Coaching Traffic.*

Specie.

46 [B]. (*a*) Treasure including specie, bullion, gold and silver coin, jewellery, trinkets, plate, etc., shall be carried at the following rates, *viz*:—

	Pies per maund per mile.
Up to 27 maunds	2½
Above 27 and up to 81 maunds	2
" 81 " " 270 "	1½
Over 270 maunds	1 pie.

provided that the charge for any quantity shall not be less than that for a smaller quantity according to the above scale.

Escort :—

(i) One man is allowed to travel free, both on the outward and return journey, as a third class passenger, when the consignments of treasure are over 64 and under 135 maunds.

(ii) Two men when consignments are from 135 to under 270 maunds.

(iii) Four men with consignments of 270 maunds and over.

(iv) When a consignment amounts to 20 lakhs of rupees or more (625 maunds or more), a guard of four men is allowed with return passage free of extra charge.

(*b*) Copper coin by passenger train in quantities of five maunds and under shall be carried at the rate of two pies per maund per mile; in quantities over five maunds, at one pie per maund per mile, subject to a minimum charge as for ten maunds.

(*c*) The minimum charge for treasure shall be as for one maund, fractions of a maund above one maund being charged for as follows :—

Under 10 seers as 10 seers.
Exceeding 10 seers, but not exceeding 20 seers, as 20 seers.
" 20 " " " 30 " 30 "
" 30 " " " 40 " 40 "

(*The Madras railway dissents from the whole of this Regulation.*)

Horses.

47 [B]. The rates for the conveyance of horses shall be as follows :—

Two annas per mile for the first horse, and for every additional horse one anna, subject to a minimum of five rupees for each horse-box: this minimum charge being irrespective of the gauge and number of railways to be passed over.

(*The Madras railway dissents from this Regulation.*)

Carriages.

48 [B]. Carriages shall be carried at the following rates :—

(*a*) A single carriage or palanquin, three annas per mile.

(*b*) When two or more vehicles are sent together by the same consignor to the same station on one truck, the charge shall be four and a half annas per mile.

(*c*) The minimum charge shall be five rupees for each truck, irrespective of the gauge and number of railways to be passed over.

(*The Madras railway dissents from the whole of this Regulation.*)

Dogs.

49 [B]. (*a*) The charge for dogs shall be four annas for every fifty miles or fraction thereof divided in mileage proportion between the railways concerned.

(*b*) Return tickets shall be issued for dogs at double the sum of the single fares, and be available for the same periods as return tickets issued to passengers.

Small animals and poultry.

50. [B]. The following shall be charged at dog rates :—

(*a*) Puppies, cats, kittens, mongooses, ferrets, rabbits, monkeys, guinea-pigs, and other small animals not in cages, separately for each animal.

(*b*) Live turkeys, geese, ducks, and other poultry, if not in baskets, hampers, or coops, separately for each bird.

Larger animals.

51 [B]. The following shall be charged at double the dog rates when carried in passenger trains, not more than three animals being sent by each train :—

(*a*) Calves, goats, sheep, pigs, and other small animals for breeding, agricultural, or sporting purposes, separately for each animal. Young kids or lambs, alone or with parent animals, shall be charged as goats or sheep.

(*b*) Small deer, bears, and cubs of wild animals, separately for each animal.

Corpses.

52 [B]. Corpses shall be carried at eight annas a mile for each, subject to a minimum of five rupees for each corpse.

Parcels and passengers' luggage.

53. The rates for parcels and luggage shall be as follows :—

[A] (*a*) Parcels shall be charged by either weight or measurement, whichever gives the greater charge, two cubic feet being considered equal to ten seers in weight.

[A] (*b*) Each parcel shall be charged for separately.

[B] (*c*) Parcels not exceeding one cubic foot by measurement, or five seers in weight—

(i) When the weight does not exceed two and a half seers, four annas per 500 miles or fraction of 500 miles, subject to a maximum charge of one rupee.

(ii) When the weight does not exceed five seers, four annas per 250 miles or fraction of 250 miles, subject, to a maximum charge of two rupees.

[B] (*d*) Parcels exceeding one cubic foot in contents or five seers in weight shall be charged at the rates shown in the following table, provided that when lower rates than those shown in the table can be secured by re-booking at any station, it shall be optional with any railway to charge the sum of the rates from the despatching station to such re-booking station and from such re-booking station to destination.

Rate list for luggage and parcels.

Distance in mile.	Weight.				Additional charge for fractions in excess of even maunds.
	Not exceeding 10 seers.	Exceeding 10 seers, but not exceeding 20 seers.	Exceeding 20 seers, but not exceeding 30 seers.	Exceeding 30 seers, but not exceeding 40 seers.	
	R	R	R	R	
Not exceeding 25	0 4	0 4	0 4	0 4	The amounts entered in the respective columns.
Exceeding 25 but not exceeding 50	0 4	0 4	0 8	0 8	
„ 50 „ „ 75	0 4	0 8	0 12	0 12	
„ 75 „ „ 100	0 4	0 8	0 12	1 0	
„ 100 „ „ 125	0 8	0 12	1 0	1 4	
„ 125 „ „ 150	0 8	0 12	1 0	1 8	
„ 150 „ „ 175	0 8	1 0	1 4	1 12	
„ 175 „ „ 300	0 8	1 0	1 8	2 0	
„ 300 „ „ 325	0 12	1 4	1 12	2 4	
„ 325 „ „ 350	0 12	1 4	2 0	2 8	
„ 350 „ „ 450	0 12	1 8	2 4	3 0	
„ 450 „ „ 475	1 0	1 12	2 8	3 4	
„ 475 „ „ 500	1 0	1 12	2 12	3 8	
„ 500 „ „ 600	1 0	2 0	3 0	4 0	
„ 600 „ „ 625	1 4	2 4	3 4	4 4	
„ 625 „ „ 650	1 4	2 4	3 8	4 8	
„ 650 „ „ 750	1 4	2 8	3 12	5 0	
„ 750 „ „ 775	1 6	2 12	4 0	5 4	
„ 775 „ „ 900	1 6	2 12	4 2	5 8	
„ 900 „ „ 925	1 9	3 0	4 6	5 12	
„ 925 „ „ 950	1 9	3 0	4 10	6 0	
„ 950 „ „ 1,050	1 9	3 2	4 12	6 4	
„ 1,050 „ „ 1,075	1 12	3 6	5 0	6 8	
„ 1,075 „ „ 1,100	1 12	3 6	5 4	6 12	
„ 1,100 „ „ 1,200	1 12	3 8	5 6	7 2	
„ 1,200 „ „ 1,225	2 0	3 12	5 10	7 6	
„ 1,225 „ „ 1,250	2 0	3 12	5 14	7 10	
„ 1,250 „ „ 1,333	2 0	4 0	6 0	8 0	
„ 1,333 „ „ 1,358	2 4	4 4	6 4	8 4	
„ 1,358 „ „ 1,383	2 4	4 4	6 8	8 8	
„ 1,383 „ „ 1,500	2 4	4 8	6 12	9 0	
„ 1,500 „ „ 1,525	2 8	4 12	7 0	9 4	
„ 1,525 „ „ 1,550	2 8	4 12	7 4	9 8	
„ 1,550 „ „ 1,666	2 8	5 0	7 8	10 0	

Rate list for luggage and parcels—contd.

Distance in miles.	Weight. Not exceeding 10 seers.	Exceeding 10 seers, but not exceeding 20 seers.	Exceeding 20 seers, but not exceeding 30 seers.	Exceeding 30 seers, but not exceeding 40 seers.	Additional charge for fractions in excess of even maunds.
	R a.	R a.	R a.	R a.	
Exceeding 1,666 but not exceeding 1,691 . .	2 12	5 4	7 12	10 4	The amounts entered in the respective columns.
" 1,691 " " 1,716 . .	2 12	5 4	8 0	10 8	
" 1,716 " " 1,833 . .	2 12	5 8	8 4	11 0	
" 1,833 " " 1,858 . .	3 0	5 12	8 8	11 4	
" 1,858 " " 1,883 . .	3 0	5 12	8 12	11 8	
" 1,883 " " 2,000 . .	3 0	6 0	9 0	12 0	
" 2,000 " " 2,025 . .	3 4	6 4	9 4	12 4	
" 2,025 " " 2,050 . .	3 4	6 4	9 8	12 8	
" 2,050 " " 2,166 . .	3 4	6 8	9 12	13 0	
" 2,166 " " 2,191 . .	3 8	6 12	10 0	13 4	
" 2,191 " " 2,216 . .	3 8	6 12	10 4	13 8	
" 2,216 " " 2,333 . .	3 8	7 0	10 8	14 0	
" 2,333 " " 2,358 . .	3 12	7 4	10 12	14 4	
" 2,358 " " 2,383 . .	3 12	7 4	11 0	14 8	
" 2,383 " " 2,500 . .	3 12	7 8	11 4	15 0	
" 2,500 " " 2,525 . .	4 0	7 12	11 8	15 4	
" 2,525 " " 2,550 . .	4 0	7 12	11 12	15 8	
" 2,550 " " 2,666 . .	4 0	8 0	12 0	16 0	
" 2,666 " " 2,691 . .	4 4	8 4	12 4	16 4	
" 2,691 " " 2,716 . .	4 4	8 4	12 8	16 8	
" 2,716 " " 2,833 . .	4 4	8 8	12 12	17 0	
" 2,833 " " 2,858 . .	4 8	8 12	13 0	17 4	
" 2,858 " " 2,883 . .	4 8	8 12	13 4	17 8	
" 2,883 " " 3,000 . .	4 8	9 0	13 8	18 0	

[B] (*e*) Passengers' luggage, whether booked for conveyance by the same train in which the owner travels or not, shall be charged at the rates given in clause (*d*) by weight only; and when booked by sender to self, shall be charged upon the gross weight of the total number of packages.

Prepayment of freight on luggage and parcels.

[A] (*f*) Excess luggage and parcels containing perishable or dangerous goods shall be prepaid. The prepayment of parcels not containing perishable or dangerous goods shall be optional.

Heavy or bulky parcels.

[A] (*g*) Parcels exceeding forty seers in weight or eight cubic feet in measurement shall be booked only if accommodation will allow.

[A] (*h*) The charges for parcels and luggage shall be reckoned on the through distance as if it were one railway, with one minimum only, and shall be divided in mileage proportion.

Missending of parcels.

[A] (*i*) No charge shall be made to the public for the distance parcels are missent through the fault of another railway.

Division of freight of parcels, luggage, etc., booked by one route and sent in error over another.

[A] (*j*) When parcels or luggage are booked by one route and sent in error over another, the charges actually collected shall be divided upon the mileage over which the consignment is actually conveyed, provided that the railway which makes the error shall not receive in division more than the amount of its charge by the proper route—that is, that if in consequence of the error the consignment is carried a longer distance over the line which makes the error than it

would have been if it had been sent by the proper route, the line which makes the error shall receive only its freight by the proper route, the balance collected being in that case divided between the other railways in mileage proportion.

[*The East Indian and Madras railways dissent from clause (h) of this Regulation.*]

Miscellaneous articles at parcel rates.

54 [B]. Unless under special arrangements between railways, the following shall be charged at parcel rates :—

(*a*) Plants and shrubs.
(*b*) Sporting ammunition and fog-signals, each package not exceeding twenty seers in weight, and loaded cartridges and percussion caps, without restriction as to weight. Not more than three packages shall be despatched in the same train.
(*c*) Perambulators and jinrickshaws.

Exception.—The charge for an unpacked perambulator shall be as for two maunds, and that for an unpacked jinrickshaw with shaft detached shall be as for four maunds. If accompanying the owner as luggage at these weights, subject to the ordinary free allowance.

(*d*) Unpacked bicycles and tricycles when accompanying the owner as luggage shall be carried as one maund and two maunds respectively, but at the sole risk of the owner and not subject to the free allowance. They shall be carried at railway risk, packed at parcel rates on actual weight subject to a minimum as for one maund for bicycles and two maunds for tricycles.
(*e*) Puppies, cats, kittens, mongooses, ferrets, rabbits, monkeys, guinea-pigs, birds, and other small animals when in cages.
(*f*) Turkeys, geese, ducks, or other poultry, alive or dead, in hampers, baskets, or coops.
(*g*) Birds in hand.
(*h*) Dead poultry and small game, and when accompanying the owner as luggage.
(*i*) Dead wild animals.

Articles at half parcel rates.

55 [B]. Unless under special arrangements between railways, the following shall be carried at half parcel rates, subject to a minimum charge of two annas :—

(*a*) Fish, fruit, vegetables, bazar baskets, meat and ice.
(*b*) Betel and pan leaves, if carried by passenger train.
(*c*) Commercial traveller's luggage including packages of samples, by passenger train, no free allowance being given.
(*d*) Cut flowers.
(*e*) Newspapers.

Articles at quarter parcel rates.

56 [B]. Unless under special arrangements between railways, the following shall be carried at quarter parcel rates, subject to a minimum charge of two annas :—

Ice blankets, numdahs, boxes, and other packages returned empty in which articles have been carried, at either parcel or half parcel rates.

SECTION II.—*Goods Traffic.*

Horses, etc.

57 [B]. (*a*) The rate for low-priced horses, ponies, mules, donkeys, horned cattle, or other animals, except pigs, sheep, goats, wild animals, camels, or elephants, carried in vehicles other than horse-boxes, by goods or mixed trains, shall be as follows :—

	RAILWAY RISK. Per truck per mile.	OWNER'S RISK. Per truck per mile.
Four animals and less	4 annas.	3 annas.
More than four animals in one truck . . .	8 pies for each additional animal.	6 pies for each additional animal.

One attendant with each truck load shall be carried free.

(*b*) If the animals are sent at railway risk, the sender shall be required either to insure or to execute a risk note (Form F) limiting the railway liability to fifty rupees for each animal; if sent at owner's risk, the sender must execute a risk note on Form B.

SECTION III.—*Insurance.*

Goods and parcels.

58 [B]. (*a*) The rates for insurance of goods, parcels, etc , shall be as follows :—

Articles.	Rate of insurance per cent. in rupees on declared value.
On art pottery and all articles made of glass, china, or marble.	Four annas per 100 miles or fraction of 100 miles.
Gold, silver and all other excepted articles.	Two annas per 100 miles or fraction of 100 miles.

subject to a maximum of one per cent.

(*b*) The insurance shall, in no case, be less than two rupees for the whole distance.

Animals. 59 [B]. The rates for insurance of animals shall be as follows:

Description of animals.	Rate for insurance per 100 miles or part of 100 miles.
Horses	One per cent. on the excess value over R 500 as declared.
Low-priced horses, ponies, donkeys, mules, cattle, and camels	One per cent. on the excess value over R 50 as declared.
Dogs, sheep, pigs and goats	One per cent. on the excess value over R 10 as declared.

In no case shall the insurance charge be less than two rupees.

Method of calculating insurance charges. 60 [A]. The charges for insurance prescribed in Regulations 58 and 59 shall be calculated on the total distance, shall be subject to one minimum, and shall be divided in mileage proportion

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APPENDIX K.

Model form of agreement for branch lines.

NOTE —For modifications in preamble and clauses required under varying conditions compare the following agreements :

(*a*) *Conditions.—Line to be constructed and worked by State agency, or by the Main Line Company with a rebate guarantee : compare Ahmedabad-Parantij Railway, Mymensingh-Jamalpur Railway.*

(*b*) *Conditions.—Line to be constructed and worked by State agency, or by the Main Line Company with an absolute guarantee by the State : compare Brahmaputra-Sultanpur Railway.*

(*c*) *Conditions.—Line to be constructed by the Company and worked by State or other agency and without a guarantee : compare Segowlie-Raxaul Railway.*

(*d*) *Conditions.—Agreement to be entered into with a Company already registered and existing for other purposes : compare Mymensingh-Jamalpur Railway*

Draft Agreement and Indenture Railway.

THIS AGREEMENT made the day of between the Secretary of State for India in Council (hereinafter called "the Secretary of State"), of the one part, and (hereinafter called " the Promoters "), of the other part.

WHEREAS the Promoters contemplate the immediate formation and establishment of a Joint Stock Company, Limited, by shares and registered in India under the Indian Companies Act, 1882, and to be called the Railway Company, Limited, with a nominal capital of not less than the sum of lakhs of rupees divided into shares of R each, and powers sufficient to enable it to provide for the execution, carrying out and fulfilment of or to execute, carry out, and fulfil, all the works, duties, and liabilities which under the Indenture set out in the schedule hereto attached (hereinafter referred to as " the scheduled contract ") would have to be executed, carried out, and fulfilled by or on behalf of the Company party thereto and have requested the Secretary of State to enter into such undertaking as is on his part hereinafter contained which he has consented to do.

NOW THESE PRESENT WITNESS and it is hereby mutually agreed as follows ; that is to say :

1. If prior to the day of a Joint Stock Company, Limited by shares shall be duly registered in India under the Indian Companies Act, 1882, with a nominal capital of not less than the sum of lakhs of rupees, divided into shares of R each, and with powers sufficient to enable it to provide for the execution, carrying out, and fulfilment of, or to execute, carry out and fulfil all the works, duties and liabilities which under the scheduled contract would have to be executed, carried out, and fulfilled by or on behalf of the Company party thereto, including powers to make or cause to be made extensions of the railway and works in the schedule contract referred to and to raise additional capital for the purposes aforesaid, and if the whole of the said capital of lakhs of rupees of such Company or such portion thereof as may be considered satisfactory by the Secretary of State shall be subscribed on or before the day of for payment to such Company and if such Company shall prior to the day of duly and formally execute in duplicate an Indenture identically in the words and figures of the schedule contract with the addition of the date thereof, or with such modification of detail as may be agreed upon between such Company and the Secretary of State, and shall on or before the said day of deliver to the Secretary of State the said Indenture in duplicate duly executed as aforesaid, and if the Promoters shall have duly performed and observed the stipulations and provisions on their part to be performed and observed, the Secretary of State will at any time afterwards, upon the request in writing of the Promoters, execute the said Indenture which shall thereupon become binding upon both parties thereto, and will deliver one part of such Indenture to the said Company.

2. Subject to the law for the time being in force in British India, the Secretary of State will give his sanction to the payment out of capital during a period which shall extend to the close of the half-year next after that in which the said railway shall have been opened throughout for public traffic, of such sums as, with the *interim* net earnings of the said railway during the period aforesaid, shall be required to pay interest at the rate of per cent. per annum on the subscribed capital of the Company to be registered as aforesaid and a sum of Rs. per mensem towards the office expenses and expenses of management of the said Company. The Secretary of State will also recognise the payment out of capital by the said Company of a commission of per cent.

on the said capital of lakhs of rupees or on so much thereof as shall be subscribed as aforesaid, which commission shall cover all remuneration to the Promoters for their trouble and all expenses incurred by them (other than legal expenses and expenses of advertising, printing, registration and stamps) of or in connection with the floating of the said proposed Company.

3. A statement shall be inserted in every prospectus, notice, or advertisement of the proposed Company, inviting subscriptions for capital, that the Secretary of State accepts no responsibility for the estimates of the cost of the proposed undertaking or its probable profits after completion.

In witness whereof being a Secretary to the Government of India acting in the premises for and on behalf of the Secretary of State, and have hereunto set their hands the day and year first above written.

Signed by the above-named Secretary to the Government of India in the presence of }

Signed by the above-named in the presence of }

SCHEDULE.

THIS INDENTURE, made the day of 189 between the Secretary of State for India in Council of the one part, and the Railway Company, Limited, of the other part.

WITNESSETH, and it is hereby agreed and declared as follows:

Interpretation of Terms.

1. In this Contract—

The expression "the Secretary of State" means the Secretary of State in Council of India.

The expression "the Company" means the Company party to these presents.

The expression "the said railway" means and includes the railway mentioned in the third clause of this contract together with all the appurtenances thereof.

The expression "the working agency" means any States agency or other agency by which the said railway may for the time being be worked on behalf of the Secretary of State under the provision in that behalf hereinafter contained.

The expression "gross earnings" means and includes the gross earnings to be derived from the working of the said railway and also the rents of any buildings belonging to the said railway and occupied by servants of the said railway or of the working agency which may be charged to the occupiers of such buildings under the rules in relation thereto for the time being in force on the railway of the working agency, and tolls on bridges and other sources of income which are treated as revenue on Indian railways generally, but does not include book entries for the carriage of stores to be used in the maintenance or working of the said railway, or for services rendered and work done in relation thereto respectively and for which no cash payment is made nor any sum allowed by way of rebate under clause 27 hereof.

The expression "net earnings" and "net receipts," have the meanings attributed to them respectively in clauses 26 and 27 hereof.

The expression "months" means calendar months.

Duration of Contract.

2. This Contract shall continue in force until it shall be determined under any provision hereinafter contained in that behalf.

Construction of Railway.

3. The Company shall, in the manner hereinafter provided, supply to the Secretary of State the funds required to enable him to construct, complete and make ready and fit for opening for public traffic throughout on a route to be selected and determined by the Secretary of State, a railway from outside the fence of the ; Railway Station at to and if the proviso to this clause is acted upon, extending thence to and (if the State shall consent thereto) to all with such stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employes, fixed machinary, tools and plant, office furniture and equipment, conveniences, and works as shall be necessary or proper for the purposes of the said railway either as regards the due working of the same or as regards the permanence of the same, and the protec-

tion of the same from destruction or injury by inundation, tempest, or otherwise. Provided always that the Company may at any time give notice in writing to the Secretary of State of their desire that the said railway should be extended to

or

or to both those places, subject as regards to such consent as aforesaid, and after the receipt of such notice, and if the Company shall supply to the Secretary of State in manner to be directed by him the funds necessary for such extension, the extension referred to in such notice shall be deemed to be part of the said railway. But the Secretary of State may at any time give notice in writing to the Company calling upon it to make its election for or against such extension, and if the Company shall not within 12 months after the receipt of such notice give notice in writing to the Secretary of State of their desire to make such extension, it shall be deemed to have elected not to make it, and it shall thereafter have no claim to make it.

4. The Secretary of State shall from time to time provide free of cost to the Company the land in British territory which he shall consider requisite for the construction of the said railway and for the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employès, conveniences, and works, necessary or proper for the purposes of the said railway (except for quarrying, ballast, brickfields, and kindred purposes) and shall allow the Company, or the working agency for the time being, to have possession during the continuance of this Contract of the land so provided. The Company shall, from time to time, with the sanction of the Secretary of State, as soon as practicable, relinquish to the Secretary of State such of the land of which the Company shall have been allowed possession under this Contract as shall for the time being have become unnecessary to be retained by the Company for any of the purposes of this Contract. And as often as in the opinion of the Secretary of State it shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this Contract, the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon thereafter as may be, the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State or whether it objects thereto, and if so, the grounds of its objection. If no objection is stated by the Company, or if the grounds of its objection (if any) are not in the opinion of the Secretary of State sufficient, the Company shall, upon the requisition of the Secretary of State, forthwith relinquish to him the land in question.

5. The Secretary of State will use his influence to acquire for the Company from any Native State, through whose territories the said railway shall be carried, similar grants of land in their respective territories which the Secretary of State shall consider necessary or proper for the purposes of the said railway or any extension thereof; and the provisions of the preceding clause shall as far as possible extend to any land so granted.

NOTE.—Clause 5 may be omitted if not necessary, in which case clause 6 will become clause 5 and clause 7 should be divided into two clauses numbered 6 and 7 to obviate alteration in the general numbering of clauses.

6. The said railway shall be a single line of the gauge, and shall, as regards permanent way, station accommodation, and general structural character, be equal in all respects to the standard of the Railway, except that the steel rails need not exceed lbs. to the yard, so that it may be worked by the rolling stock, in use on that railway, and so that it shall not require special or undue maintenance. Surveys designs, specifications, and estimates in relation to the construction or execution of the said railway and stations and other works shall, so far as the same shall be required by the Secretary of State, be furnished by the Company to the Secretary of State, and shall be subject to his approval.

Provided always, that the Company shall have free access to all surveys, plans, estimates or information prepared or obtained by the Secretary of State for facilitating the construction of the said railway, but the Secretary of State will accept no responsibility for the accuracy of any such surveys, plans, estimates, or information.

7. For the more convenient and economical construction of the said railway, the execution thereof will be undertaken by the Secretary of State through such agency as he shall appoint, but at the entire cost and risk of the Company, and so that under no circumstances shall any charge be placed on him by reason of this arrangement, directly or indirectly. The works shall be carried out in accordance with designs and specifications to be approved by the Secretary of State, and under the inspection and supervision of Engineers to be appointed or approved by him for that purpose in India. The Company shall forthwith from time to time, and as required by the Secretary of State, supply him in India under clause 28 hereof, with the funds necessary for carrying out the works as well for the cost of materials and labour, as for such remuneration (if any) as the Secretary of State may sanction to the officers and servants of the agency exclusively employed in or about the said construction, and other charges of whatever description.

The expense of supervision of the construction of the said railway and works shall be paid by the Company to the Secretary of State. The Company shall also pay a commission of per cent. on all stores purchased in India and commission of per cent. for all stores purchased in England for the said railway and works by the Secretary of State ; which commission shall cover all charges in connection with the preparation of specification for, and the supply, inspection, and approval of, such stores and shall include commission, if any, on shipping and landing charges.

8. All the expenditure by the Secretary of State on account of the construction of the said railway or, in connection therewith, as approved and sanctioned by the Secretary of State and certified under his authority, shall be accepted by the Company as conclusive, and shall not be liable to question in any particular.

9. The Company shall from time to time furnish the Secretary of State with full particulars of all expenditure incurred by them on account of the said railway under this Contract and any other information that he may require in respect of transactions relating to the said railway.

10. The Secretary of State shall, from time to time furnish or cause to be furnished to the Company statements of the sums required from time to time by him or the working agency and also complete accounts of the expenditure for the construction of the said railway incurred by him on behalf of the Company, together with suitable reports as to the progress and condition of the works.

11. The works, buildings, sidings, and conveniences from time to time required for the purpose of effecting a junction between the said railway and the Railway at Station as approved by the Secretary of State, shall be provided by or under the direction of the Secretary of State and free of cost to the Company. No charge or toll shall be made or levied upon or from the said railway or any persons or Company working the same in respect of the use of the land, lines, platforms, buildings, and other conveniences at the said station in excess of the sum to be retained from the gross earning of the said railway under clause 26 of these presents.

12. The Secretary of State shall from time to time notify to the Company the route of the said railway so far as such route shall from time to time have been determined by him.

13. The Secretary of State shall have power to determine the situation and dimensions of all stations, station yards, offices. warehouses, houses for employés, conveniences and works to be constructed in connection with or as part of the said railway.

14. The Secretary of State will provide and maintain such a force of police as, with the approval of the Secretary of State, shall from time to time be required for the protection of so much of the said railway as shall for the time being be under construction. The cost of providing and maintaining such police shall be taken to be as from time to time stated by the Secretary of State and shall be paid from time to time from the capital funds of the Company to the Secretary of State on demand.

15. The Secretary of State may from time to time construct at his own cost such electric telegraphs and telegraphic appliances as he shall think fit along or upon the said railway, or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the same electric telegraphs and telegraphic appliances as he shall think fit and may erect, maintain, make, do, and execute on the said railway, or on any lands or works belonging thereto, all such buildings, machinery, works, acts and things as he shall consider necessary or proper in relation to the construction, maintenance, use and working of the said electric telegraphs and telegraphic appliances. The Secretary of State shall be exclusively entitled to the possession of all buildings, machinery works, and appliances erected or brought by him under the powers conferred on him by this clause on the said railway, or on any land or works belonging thereto.

Opening of the Railway.

16. From time to time, when and so often as an Inspecting Officer acting on behalf of the Secretary of State shall have certified that the whole or any part of the said railway has been constructed in accordance with the provisions herein contained and is ready and fit for the conveyance of passengers and goods, there shall be prepared by some person duly empowered by the Company in that behalf, and at the expense of the Company, a specification of such whole or part as aforesaid of the said railway, describing the nature and quality of the works and setting out fully the general details of the constructions of the same as regards earthworks, bridges, ballast, permanent way, stations, buildings, and all other matters and things of a permanent character so as to show in every particular the standard up to which the works have been constructed, together with plans and working drawings of the same; and also an account showing the amount of capital moneys expended thereon. Such specification, plans, working drawings, and account, hereinafter called documents, when approved by the Secretary of State, shall be signed by the Consulting Engineer of the Government of India or other officer or officers duly authorised in that behalf to act on behalf of the Secretary of State and by the Agent of the Company or other officer duly empowered to act on behalf of the Company, and shall be retained by the Secretary of State. The said specification, plans and account shall from time to time be revised and completed up to date as occasion shall require.

17. As soon as may be after the said documents have been so approved and signed as aforesaid, such part of the said railway as the said specification, plans, and account respectively refer to shall be opened for public traffic, and may be worked in the manner hereinafter mentioned.

Maintenance and Working.

18. The Secretary of State shall thenceforth until the determination of this contract work and maintain the said railway or such part thereof as shall for the time being have been so open, and shall provide and maintain all necessary rolling stock through State agency or through another agency to be selected by him in that behalf, on the terms and subject to the provisions hereinafter expressed.

19. The Secretary of State shall have full power to enter into any contract or agreements with any working agency for the working, maintenance and management of the said railway during the period aforesaid or during any part thereof or may carry out the same through State agency. Any such contract or agreement may be to the purport and effect of the contract or agreement set forth in the schedule hereto, with such additions, variations, or modifications (if any), subject always to the provisions of these presents, as the Secretary of State shall from time to time deem to be necessary or desirable. If and so long as the Secretary of State shall work the said railway or any part thereof through State agency the provisions set forth in the said contract, so far as applicable and as the circumstances of the case will permit, and with such additions, variations, and modifications, subject as aforesaid, as the Secretary of State shall deem to be necessary or desirable, shall be observed by the State agency.

20. All the business connected with the management and maintenance of the said railway and conducting the traffic thereon, including police and telegraphs and telegraphic appliances, shall in all respects, as far as practicable, be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the like business on the Railway, and the Company shall not interfere or be concerned with such business.

21. The rates and fares for the carriage of goods and passengers over the said railway or any portion thereof, shall be such as may from time to time be arranged between the Secretary of State and the working agency, and the classification of goods thereon shall be in conformity with that from time to time in force on the Railway; provided that the rates, fares, and terminals, if any, shall be within the maximum and minimum rates, fares, and terminals, if any, for the time being in force on the Railway

22. If the Company shall, with the approval of the Secretary of State provide on any of the bridges forming part of the said railway, roadways for foot passengers, cattle, or carts, or other vehicles, the working agency shall be at liberty to charge tolls on the traffic over such roadways according to tariffs to be settled by the Secretary of State.

23. The Company shall, during such time as the said railway or any part thereof shall be worked by the Secretary of State or through any such agency as aforesaid, be liable to provide funds for making good all damage to the said railway and works which shall be due to extraordinary casualty affecting the same, of such a nature that, in accordance with the customary practice on Indian railways, the cost of making good such damage would be made a charge against capital. Provided that if in any case the Secretary of State and the Company shall not agree as to the liability of the Company under this clause, the Secretary of State will cause the matter in question to be referred to arbitration in accordance with clause 54 hereof, and so far as it shall be decided on such arbitration that any charge should be excluded from working expenses it shall be borne by the Company and be charged to the capital account of the said railway, and such decision shall be binding on the Company.

Alterations, improvements, and additions.

24. The Secretary of State may from time to time give notice in writing to the Company and to the working agency on behalf of the Company, of any reasonable alteration, improvement or addition which may, in his opinion, be required to be made in or to any part of the said railway or any of the stations or works belonging thereto, either for the protection and security of the works and stations, the safety of passengers or of the public or for meeting the development of traffic on or for the effectual working of the said railway or otherwise and which is estimated to cost more than R 1,000. Such notice shall specify the alteration, improvement, or addition required and shall also in general terms describe the works to be executed for the purpose of effecting the same, and state approximately what such works are expected to cost. The Secretary of State shall provide, free of cost to the Company, any land that may be requisite for the purpose of the said works. Any land provided under the provisions of this section shall, as between the Secretary of State and the Company, be subject as nearly as may be to the stipulations and provisions to which it would have been subject under this Contract if it had been land provided by the Secretary of State for the original construction of the said railway, or of works necessary or proper for the purposes thereof, and the said works when executed shall be deemed to be works belonging to the said railway and the Company and the Secretary of State shall, subject to the provisions hereinafter contained, respectively be in the like relative positions in respect to the approval of the designs and construction of such works and the supply of funds to the Secretary of State as required by him for such construction as they respectively would have been in if the said works had been part of the original works belonging to the said railway. If on receiving any notice under this clause the Company shall fail or neglect to supply under clause 28 hereof the funds as required for any such works for which under this clause they a e liable to make provision, the Secretary of State shall be at liberty by himself or through the working agency to provide all or any of the moneys required for the said works and to expend the same in the execution of such works and the Company shall from time to time on demand pay to the Secretary of State, or into such Government Treasury in India as he shall from time to time appoint for the purpose, a sum equal to the amount which the Secretary of State shall from time to time have expended in manner aforesaid as stated by him. Provided always, that in case the Company shall object to the reasonableness of any work estimated to cost more than R10,000 required by the Secretary of State to be done under the provisions of this clause for meeting the development of traffic, or for any reason other than the safety of passengers or of the public, or

the effectual working of the railway in the manner above provided, and the Secretary of State shall not withdraw his notice for the execution of the work, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained and the Company shall not be bound to provide the funds therefor until an award on such reference is made upholding the reasonableness of the requirement of the Secretary of State. The cost of such reference shall be borne in such manner as the arbitrators shall award, and if and so far as such cost shall be directed to be borne by the Company, the same shall be a charge against the capital of the Company.

25. The cost of works the execution of which shall be required under the preceding clause and shall be carried out by the working agency on behalf of the Company shall be dealt with as follows:—

(*a*) All such works costing more than R1,000 shall be charged to the capital account of the Company.

(*b*) Petty works costing not more than R1,000 each shall be charged to revenue and shall be met from the sum allowed to the working agency for the maintenance and working of the said railway. Provided always, that if for any half-year the aggregate expenditure on petty works thereon shall exceed 20 rupees per mile open, such excess shall be charged to the capital account of the said railway, and shall be met by the Company.

Application of Gross Earnings.

26. Out of the gross earnings to be derived from working the said railway, or any part thereof, the Secretary of State shall in each half-year retain such a percentage as is in the 22nd clause of the Contract or agreement set forth in the schedule hereto provided to be paid over to the working agency therein referred to; or (if such Contract shall not be entered into or shall be determined before the expiration or determination of this Contract) such a percentage as may be provided in any other Contract or agreement which may be entered into under the 19th section of this Contract; or (if the said railway shall be worked and maintained through State agency) such a percentage as the Secretary of State shall consider just or reasonable, but such percentage not in any case to exceed for any half-year such a percentage of the gross earnings for that half-year as shall be equivalent to the percentage of the working expenses in relation to gross earnings of the Railway for the same half-year and not to exceed in any year 50 per cent. of the gross earnings of the said railway for the same year; which percentage so retained shall be in full satisfaction and remuneration for the use of all necessary rolling-stock and machinery (other than fixed machinery), and for working, managing and fully and efficiently maintaining, renewing, and upholding the said railway and railway stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences and works, and the remainder of such gross earnings for each half-year shall be the net earnings of the Company for the said half-year, and shall be paid by the Secretary of State to the Company, less any sum which may have been advanced by the Secretary of State in anticipation of the declaration of a dividend and on account thereof.

Provided always that the Secretary of State shall be at liberty to apply any moneys payable to the Company under this clause to any of the purposes for which the Company are under this Contract bound to provide the funds, in case there shall be no capital money in the Government Treasury at the time available, and also to deduct from any such moneys all moneys (if any) which shall for the time being be owing to the Secretary of State by the Company under this Contract, and which the Company ought to have paid, but shall have failed to pay into any Government Treasury in India. All moneys so retained and applied or deducted to be afterwards recouped to the Company out of capital as soon as the same can be raised.

Rebate.

27. The Secretary of State shall allow to the Company, in respect of and at the end of each calendar year commencing at the close of the period during which interest shall be payable out of capital under clause 33 hereof, by way of rebate, such a sum not exceeding in any year the net earnings from traffic except stores, interchanged between the Railway, and the said railway, as shall, together with the net earnings of the Company for the said year, make up an amount equal to interest for the year at a rate of per cent. per annum on the actual expenditure charged in the capital account, and shall also allow the sum of R for each year for or towards the office expenses and the expenses of management of the Company, and shall also pay all such legal expenses as may be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to revenue. The payments under this clause shall be calculated at the close of each year, but payments on account and subject to adjustment may be made at the close of the first-half of each year. The Company's net earnings for each year, together with such rebate as aforesaid for such year, and the said annual sum of R and the other moneys payable to the Company under this clause, shall constitute the Company's net receipts for such year.

Capital Expenditure.

28. The Company shall within such period and by such instalments as the Secretary of State shall prescribe, pay into such Treasury in India as the Secretary of State shall prescribe an aggre-

gate sum of lakhs of rupees, or such less sum as the Secretary of State shall think sufficient, deducting therefrom the amount payable to the promoters for their commission and legal and other expenses, and also all other expenses referred to in clause 32, to be raised in shares or stock and/or by the issue of debentures or debenture stock as the original capital of the Company. The aggregate of the amounts payable respectively on application and allotment of the aforesaid sum of lakhs of rupees, or such less sum as aforesaid, shall be at the rate of R per share of R and per cent. of the money raised by debentures and shall aggregate at least R and shall constitute the first of the said instalments.

29. All moneys which the agency to be appointed by the Secretary of State for the construction of the said railway or the Company shall, to the satisfaction of the Secretary of State, require to defray expenditure on behalf of the Company under this Contract, not exceeding in the aggregate the amount paid to the Secretary of State under clause 28, shall be supplied to the said agency or the Company by the Secretary of State in India, according to such arrangements as shall from time to time be made between the Secretary of State and the said agency.

30. Whenever the expenditure on account of the said railway properly chargeable to capital, shall exceed the same sum of lakhs of rupees, and further moneys shall be required for the like expenditure or for the extensions referred to in clause 3, the Secretary of State may require the Company to raise such additional amount as shall be deemed by him necessary for the construction of the extensions to or, subject to such consent as aforesaid, to under clause 3, or of such additional works as may be required under the provisions of clause 24 of this Contract.

31. Except as herein provided, no capital expenditure by the Company shall be allowed as between the Secretary of State and the Company unless the prior sanction of the Secretary of State shall have been obtained thereto.

32. The Company shall pay, as the Secretary of State shall require, such amount as shall be approved by the Secretary of State on account of the cost of all preliminary surveys and estimates and other expenses undertaken on behalf of the Company for the purposes of the said railway, before the date of the opening of the same for traffic throughout inclusive of the cost of and incidental to the formation and registration of the Company and may charge the same as capital expenditure of the said railway.

33. The Company (so far as authorised so to do by its constitution, and subject to the law for the time being in force in British India) may during a period which shall extend to the close of the half-year next after the half-year during which the said railway shall be actually completed and opened for traffic, pay out of capital any sums by way of interest on the amounts from time to time *boná fide* paid up on the issued share capital of the Company, not amounting, together with the net receipts of the Company for the period in respect of which such interest is paid, to more than per cent. per annum on the sums in respect of which the interest is paid; and may also during the period aforesaid pay out of capital the sum of R per annum towards the office expenses and expenses of management of the Company. The moneys paid out of capital under this clause may be charged to Capital Account as part of the original cost of construction.

Restriction on raising of new capital.

34. The Company shall not, during the continuance of this Contract, without the sanction in writing of the Secretary of State and of the working agency respectively, first obtained, at any time increase its share or stock capital, or borrow any moneys, but this stipulation shall not necessitate the sanction of the Secretary of State or of the working agency to the borrowing of money by the Company at a reasonable rate of interest for *boná fide* temporary purposes.

Accounts.

35. The Secretary of State shall keep or require to be kept in rupee currency in India a distinct and separate account of the gross earnings derived by him or by the working agency from the working of the said railway or of such part or parts thereof as shall for the time being be open for public traffic. Such account shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, and a summary thereof shall be rendered to the Company in India. The Secretary of State shall also within a reasonable time furnish to the Company a return of the approximate gross earnings for each week.

36. The Secretary of State shall keep or cause to be kept in India all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the account aforesaid; and the said accounts and vouchers shall be open at all reasonable times to inspection and transcription by some person or persons to be authorised by the Company in that behalf and approved by the Secretary of State and at the expense of the Company. The Secretary of State shall afford or cause to be afforded to such person or persons all proper and sufficient facilities for such inspection and transcription and shall on the reasonable requirement of the Company and at the expense of the Company (provided such requirement be notified in writing to the Secretary of State within 30 days after the receipt by the Company of the summary aforesaid for any half-year) duly verify or cause to be verified the account for such half-year. If after such verification the Company shall require any alteration to be made in any such account or summary, and if the Secretary of State shall not consent to the proposed alteration, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained.

37. Every summary of account with respect to which, or to the accounts on which it is based, no such written requirement of verification as aforesaid shall have been delivered to the Secretary of State within the 30 days after the receipt by the Company of the said summary aforesaid, shall be deemed to be conclusively settled between and shall be binding upon the parties, except that if and whenever any error shall be discovered in any such summary or account, such error shall be rectified and allowed for in the account for the half-year in which the error shall be discovered or for any subsequent half-year.

38. The Secretary of State shall keep or cause to be kept an account between the Secretary of State and the Company in rupee currency, in which from time to time shall be entered—

(a) *To the Credit of the Company*, all sums paid by the Company to the Secretary of State under clause 28 hereof, and all receipts of the Secretary of State arising from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian railways or this Contract.

(b) *To the Debit of the Company*, all expenditure incurred by the Secretary of State properly chargeable to capital under the provisions herein contained, and all sums becoming payable to the Secretary of State under the said provisions and from time to time remaining unpaid.

And if at the end of any half-year there shall be a balance to the debit of the Company on the said account, and such balance be not paid to the Secretary of State on or within a month after his demand, the Company shall pay to the Secretary of State interest on the amount so remaining unpaid at the rate of 6 per cent. per annum from the date of balancing such half-yearly account and the Secretary of State may deduct all such interest from any sums becoming payable to the Company under the provisions of this Contract.

39. The Secretary of State shall keep or cause to be kept as between the Secretary of State and the Company in rupee currency, an account of the expenditure and receipts in reference to the said railway attributable to capital (hereinafter referred to as "Capital Accounts"), in which shall from time to time be entered—

To the Debit of the Account—

(a) All such expenditure of the Secretary of State or of the agency to be appointed by him, as aforesaid on account of the said railway as stated by the Secretary of State as shall be chargeable to capital.

(b) All such expenditure on the said account, including payment of interest on capital under clause 33, sums paid for office expenses and expenses of management of the Company and other sums properly chargeable to capital under the provisions to this Contract, as shall have been respectively approved by the Secretary of State.

To the Credit of the Account.—All sums received by the Secretary of State from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian railways or this Contract, which sums have been entered in the account described in clause 38.

40. In connection with the said Capital Account there shall be kept by the Secretary of State or the working agency, all such subsidiary accounts in the form required by the Secretary of State as are from time to time kept by the Indian Railway Companies working railways under the supervision of the Secretary of State.

41. In any case where any question may or might arise as to whether any expenditure in connection with the said railway is to be treated in the whole or in part as a charge on capital or how the same is to be dealt with, the question shall be determined on the general principle that capital, besides bearing the cost of the original construction and completion of the said railway and the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, and works belonging thereto, and of the original equipment of the said railway and its appurtenances with plant and fixed machinery, is to bear the cost of new works, of additional plant and fixed machinery, and of substantial improvements of and additions to old works, plant and fixed machinery, provided in pursuance of any requirement by the Secretary of State under the 24th clause of this Contract, and not being petty works within the meaning of the 25th clause of this Contract, and shall be debited with all moneys expended by way of making good any damages pursuant to the 23rd clause of this Contract and that the cost of repairs, restorations, renewals, and replacements and of petty works within the meaning of the 25th clause of this Contract, is to be met by the working agency.

Audit.

42. The Accounts of the Company in relation to its expenditure and receipts and of the expenditure of the Secretary of State or of the agency to be appointed by him as aforesaid on account of the Company, whether in India, England and elsewhere, on capital account, shall from time to time be audited on behalf of the Secretary of State (if he shall so require) as well as on behalf of the Company, and the Company shall produce to the auditors or auditor all vouchers, books, accounts, papers, and documents of the Company necessary for the purpose of audit, and afford to them or him all facilities requisite for the performance of their or his duties. Any correction made in the accounts by any persons or person who shall be acting as joint auditors or joint auditor on behalf both of the Company and of the Secretary of State shall be conclusive. If consequent on the audit of any auditor acting exclusively on behalf of the Secretary of State the Secretary of State shall require alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained. The necessary costs of the audit

(other than the costs of such arbitration), and such of the costs of such arbitration as the arbitrators shall direct to be borne by the Company, shall be defrayed by the Company and included in the capital account.

Miscellaneous.

43. In any case not herein expressly provided for, the Company shall indemnify the Secretary of State against any pecuniary liability which he may incur in respect of the construction, extension, or improvement of the said railway, or the maintenance or working thereof, under the Contract or agreement set forth in the schedule hereto, or any other Contract or agreement which may be entered into under the 19th section of these presents.

44. The Company shall not at any time during the continuance of this Contract, without the sanction in writing of the Secretary of State first obtained, engage in, or carry on, or apply capital to any business other than the business provided by this Contract to be carried on by the Company, and business incidental or subsidiary thereto, or participate or co-operate with any person, company, or corporation in carrying on any business other than as aforesaid.

45. The Secretary of State shall promote the passing by the Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract.

46. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the said railway or the profits of the said railway, of any Act of the Indian Legislature of general applicability for the time being in force, and the Company and its undertaking shall be subject to the provisions of every such Act as last aforesaid.

47. Any notice, determination, decision, direction, requirement, requisition, demand, appointment, certificate, expression of opinion, approval or sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this Contract, or any of the powers or provisions herein contained, shall be sufficient and binding if in writing signed by the Secretary of State, or one of his Under Secretaries, or by a Secretary of the Government of India, or by any other officer or servant authorised to act on behalf of the Secretary of State in respect of the matters to which the same shall relate, and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner before mentioned in this clause.

48. The registered office of the Company shall at all times during the continuance of this Contract be situate in .

Determination of Contract and matters consequent thereon.

49. The Secretary of State may determine this Contract in manner hereinafter mentioned (that is to say):

1. If before the said railway is open for traffic throughout, the Company shall fail, on demand by the Secretary of State, to supply him with the funds required to enable him to construct and complete the said railway as herein before agreed the Secretary of State, notwithstanding any grants of further time, or any negotiation between the Secretary of State and the Company may determine this Contract, by giving to the Company notice in writing of such determination (which notice is herein referred to as notice of determination).

2. The Secretary of State may, by giving to the Company not less than 12 months' previous notice in writing (which notice is herein referred to as "notice of purchase"), determine this Contract (if then subsisting) either on the 31st day of December or* on the 31st day of December in the last year of any subsequent period of ten years.

*NOTE.—The period of 21 years laid down in the Branch Line Terms resolution of 1896 is to be usually reckoned from the 1st January of the year following that in which the branch railway is expected to be opened for traffic throughout.

And it is hereby agreed and declared that at the time at which this Contract shall terminate, as hereinbefore provided the Company without acquiring or having the right to any compensation or payment from the Secretary of State in respect thereof except as hereinafter specifically provided, shall relinquish and give up to the Secretary of State possession of all land of which he shall have allowed the Company to have possession under or for any of the purposes of this Contract (so far as not then already restored to the Secretary of State), together with all the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, works, bridges, rails, fixtures and plant then erected or being on the land to be relinquished and given up under this clause or in anywise belonging to the said railway or any part thereof, and the then existing stock (if any) of stores belonging to the Company and appropriated, whether for the purpose of construction or otherwise, to the said railway or to any of the adjuncts thereof or to any part of the equipment thereof, and shall also deliver to the Secretary of State all plans, books, surveys, sections, printings, writings, and documents whatsoever in any wise connected with, or with the construction of the said railway or any part thereof, or any of the works or adjuncts thereof, inclusive as aforesaid. All the particulars mentioned in this clause shall at the time when the Secretary of State shall under this clause become entitled to the delivery thereof, so far as not then already belonging to him, become his absolute property, free both as between the Secretary of State and the Company, and as be-

tween the Secretary of State and the incumbrancers (if any), from all incumbrances whatsoever created by the Company, it being the intention of the parties thereto that the Secretary of State shall not be affected by any charge or incumbrance of any kind created by the Company on any real or personal property which during the continuance of this Contract shall be in the possession of the Company, whether belonging to the Secretary of State or to the Company. The rights of either party of this Contract as against the other party hereto in respect of the previous breach of any covenant herein contained shall continue to subsist notwithstanding the termination of this Contract in any manner whatsoever, and such termination shall not affect the right of either party hereto to require the payment of any unpaid money which under the provisions of this Contract shall have become actually payable to or on behalf of such party by the other party hereto.

50. If this Contract shall be determined by notice of purchase, the Secretary of State shall within four calendar months from the time at which this Contract shall, except as hereinafter provided, so be determined, pay to the Company in India out of the revenues of India in rupee currency the following sum; that is to say if the Contract shall be determined by notice of purchase on the 31st day of December * , or at the expiration of any subsequent period of 10 years, a sum of money equal to 25 times the amount of the average yearly net earnings derived by the Company from the said railway during the three years immediately preceding the time at which this Contract shall be determined, but so that the total amount so payable to the Company shall not in any case exceed by more than 20 per cent. the total capital expenditure of the Company as appearing on the capital account of the Company, or be less than such total capital expenditure.

* See note in para. 49.

51. If this Contract shall be determined by notice of determination, the Secretary of State shall, except as hereinafter provided, within four calendar months from the time of such determination pay to the Company in India out of the revenues of India, in rupee currency, the fair value of the said railway and works so far as the same shall then have been constructed, and of all rails, fastenings, sleepers, fixed machinery, plant, and stores which shall be relinquished, given up, or delivered by the Company to the Secretary of State under the 49th clause of this Contract. The fair value of property for the purposes of this clause shall, in case of difference between the Secretary of State and the Company, be ascertained by arbitration under the proviso for arbitration in that behalf hereinafter contained, and shall be calculated without reference to expectations of future profits to be derived from working the said railway.

52. The Secretary of State shall, after making due allowance for any sum remaining in his hands unexpended from the moneys supplied to him by the Company or received by him on their account, be at liberty to deduct any amount that may be owing by the Company to him at the time when this Contract shall terminate from any moneys which but for this proviso would be payable by him to the Company under the provisions of clause 50 or clause 51.

53. The clear balance of money payable by the Secretary of State to the Company under the 50th or the 51st clause of this Contract shall carry interest in favour of the Company at the rate of 3 per cent. per annum, to be computed from the time when this Contract shall terminate down to the time of payment or tender of such clear balance by or on behalf of the Secretary of State to the Company. And the Secretary of State shall pay to the Company in India out of the revenues of India any interest accrued under this clause in favour of the Company with the capital money in respect of which the interest shall have become payable.

Arbitration.

54. If any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching this Contract or any clause or thing herein contained or the construction hereof, or any matter connected with this Contract, or the operation of the same, or the rights, duties or liabilities of either party in relation to the premises then and in every such case the matter in difference shall be referred to two arbitrators or their umpire pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the law in force in British India for the time being relating to arbitration.

In witness whereof

being a Secretary to the Government of India, has hereunto set his hand and seal and the Railway Company, Limited, have hereunto caused their common seal to be affixed, the day and year first above written.

Signed, sealed, and delivered by the above-named Secretary to the Government of India in the presence of

The common seal of the

Railway Company, Limited, was hereunto affixed in the presence of

Alternative to latter portion of Clause 3.

Provided always that if at any time the Secretary of State may desire that the said railway should be extended to
or thereabouts on the
river, he may give notice in writing to the Company calling upon it to make its election for or against its constructing such extension and if the Company shall elect to construct the extension and shall supply to the Secretary of State in manner to be directed by him the funds necessary for such extension, the extension referred to in such notice shall be deemed to be part of the said railway, but if the Company shall not wtihin 12 months after the receipt of such notice give notice in writing to the Secretary of State of their desire to make such extension, it shall be deemed to have elected not to make it, and it shall thereafter have no claim to make it.

Alternative to latter part of Clause 7.

The expense of supervision of the construction of the said railway and works shall be paid by the Company to the Secretary of State. The Company shall also pay a commission of 2½ per cent. on all stores purchased for the said railway and works in England or India by the Secretary of State.

Alternative, Clause 19.

19. Subject always to the provisions of these presents the Secretary of State shall have full power to enter into any contract or agreement with any working agency for the working, maintenance and management of the said railway during the period aforesaid or during any part thereof or may carry out the same through State agency.

Alternative, Clause 26, to be substituted if payment of a guarantee of interest has to be provided for in place of a rebate guarantee.

26. Out of the gross earnings to be derived from working the said railway, or any part thereof, the Secretary of State shall in each half-year retain per cent.; which percentage so retained shall be in full satisfaction and remuneration for the use of all necessary rolling-stock and machinery (other than fixed machinery) and for working, managing and fully and efficiently maintaining, renewing and upholding the said railway and railway stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences and works, and the remainder of such gross earnings for each half-year shall be the net earnings for the said half-year, and shall be applicable as follows:

(1) In the fixed place in the repayment to the Secretary of State of so much of the interest which shall have been paid by the Secretary of State to the Company under clause 27 of this Contract as shall be attributable to the half-year.

(2) If the net earnings attributable to the two half-years in any year commencing on a 1st day of January and ending on a 31st day of December and applicable in the manner montioned in the preceding sub-section of this section shall exceed the amount of payment chargeable thereon, the surplus arising from such excess shall be applied in the first place in the payment to the Secretary of State, of so much if any of the interest mentioned in the preceding sub-section, as shall be attributable to either of the same two half-years and shall not have been repaid to the Secretary of State under such sub-section and the residue if any of the same surplus shall belong as to one-half thereof to the Secretary of State and as to the remaining half thereof to the Company.

The term half-year shall in respect of this section mean the respective periods of six calendar months respectively, commencing on the 1st day of January and the 1st day of July and ending on the 30th day of June and the 31st day of December.

Alternative, Clause 27, to be substituted if payment of a guarantee of interest has to be provided for.

Payment of interest.

27. The Secretary of State will during the continuance of this contract out of the revenues of India pay to the Company half-yearly on the 1st day of July and the 1st day of January commencing from the first half-year after the close of the period during which interest shall be payable out of capital under clause 33 hereof interest at the rate of
per cent. per annum on the actual expenditure charged in the Capital Account, and shall also, until the minimum dividend of per cent. is received by the Company from the earnings of the branch line, allow the sum of R for each year for or towards the office expenses and the expenses of management of the Company, and shall also pay all such legal expenses as may

be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to revenue. Such payments of interest as aforesaid for such year together with such further moneys as may be payable under sub-section 2 of clause 26 of this Contract, and the said annual sum of R and the other moneys payable to the Company under this clause, shall constitute the Company's net receipts for such year.

Provided always that the Secretary of State shall be at liberty to apply any moneys payable to the Company under this clause or under clause 26 of this Contract to any of the purposes for which the Company are under this Contract bound to provide the funds, in case there shall be no capital money in the Government Treasury at the time available, and also to deduct from any such moneys all moneys (if any) which shall for the time being be owing to the Secretary of State by the Company under this Contract and which the Company ought to have paid, but shall have failed to pay into any Government Treasury in India. All moneys so retained and applied or deducted to be afterwards recouped to the Company out of capital as soon as the same can be raised.

APPENDIX L.

Memorandum, dated the 21st March 1900, by the Honourable Sir Arthur Trevor, K.C.S.I., on the conclusions of the Conference of 1899 on Railway Extensions in India.

It has been customary since the establishment, under the Viceroyalty of Lord Elgin, of what is known as the Annual Railway Conference at Simla, for the Public Works Member of Council to append to the Financial statement for the year a memorandum designed to place the public in possession of the results of the Simla Conference so far as they appeared to be of public interest.

2. At the Conference held in August last, however, at which His Excellency Lord Curzon presided, it was determined to make certain changes, the object of which, stated shortly, was to remedy the somewhat formal and bureaucratic character which the deliberations of the Conference had assumed without sacrificing the assistance which a comprehensive annual survey of railway projects was calculated to afford in securing steady and fairly distributed progress in railway construction and avoidance of a policy of drift or caprice.

3. These changes were :—

I.—That for a construction programme limited to triennial periods and starting afresh at the end of each such period should be substituted a continuous programme, subject to annual revision, so as always to include the current and next two following years, and thus to be always two years ahead, the amount to be entered for the third year being arrived at in consultation with the Finance Department.

II.—That a travelling commission should be constituted as a tentative measure to conduct public enquiries at places where problems in which local interests are acutely involved may call for decision.

III.—That a catalogue of railway projects, with summaries of their histories and information collected in connection with them, and of the views of the Government of India as to the manner in which they should be dealt with, should be prepared, kept up to date and published annually for the information of persons interested.

4. With the two first of these changes we are not here immediately concerned. The effect given to the last, in the issue of a compilation, entitled "Histories of Railway Projects" brought up to the date of the last Conference and now in the hands of the public, has superseded the necessity for a statement of the nature which has hitherto been customary. This compilation furnishes information in regard to all projects which have not been either (1) finally rejected or (2) included in the railway programme for the years 1900-1901 to 1902-1903, and it is only in regard to the details of the railway programme, and the modifications it has undergone, that the general information given under the appropriate heads of the general financial statement still needs to be supplemented.

5. The programme in its latest shape is given in statement A appended to this memorandum, and shows the demands for which place has been found in the three years ending 1902-1903 on the basis of an estimated expenditure of R7,30,84,000 in 1900-1901 and of a minimum of 6½ crores in each of the next two years.

There are three projects noted on the margin which were included in the original programme, but which it has since been found necessary to strike out under pressure of the unprecedented demands on the Government balances arising from the famine, and consequent difficulties attending the provision of ways and means for anything more than the obligatory needs of open lines and works in progress.

Godhra-Baroda chord.
Dhulia-Amalner.
Gondia-Jubbulpore.

A fourth line, the Sakri-Jainagar branch of the Tirhoot State railway, has been omitted for the same reason. But proposals have been made for the financing of this line by the Bengal and North-Western Railway Board, which will, it is hoped, admit of its being constructed with no great delay independently of the programme.

If the financial position improves, it may be found possible to supplement the minimum allotments of 6½ crores on which the programme for 1901-1902 and 1902-1903 has been provisionally based, and to apply the additional funds thus provided either to the acceleration of progress on the lines under construction or to the restoration of some or all of the new projects which have been struck out to a place in the programme, and to their commencement during 1902-1903, if not earlier.

6. The usual summary of railway progress will be found this year in statement B, and in statement C is given a list of railways on which earthwork has been commenced for famine relief purposes.

7. The capital expenditure on railways falling within the categories now included in the programme for the ten years from 1891-92 to 1900-1901 is shown below:—

Lakhs of rupees.

	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Revised Estimate, 1899-1900.	Budget Estimate, 1900-1901.
Capital expenditure on open lines .	185	108	120	184	167	240	179	221	359	266
On construction of new lines . .	262	472	392	390	421	654	691	661	569	464
TOTAL .	447	580	512	574	588	894	870	882	928	730
Miles opened or to be opened during the year	456	390	346	346	575	657	186	1,059	468	673

8. The earnings of railways during the current official year have been exceptionally favourable, and it is anticipated that the total earnings will exceed the estimate framed at the beginning of the year by about R1,24,00,000. This improvement is the result of a large traffic in grain owing to the famine, of a substantial addition to the open mileage, of the movement of troops in connection with the war in South Africa, and of a brisk coal trade. Of the railways which contribute to the increase, the East Indian railway stands first with the large increase of R60,00,000, while the Rajputana-Malwa, Bengal-Nágpur, Oudh and Rohilkhand, Indian Midland and Bombay, Baroda and Central India railways shew increases of R40,00,000, R16,00,000, R12,00,000, R11,50,000 and R9,00,000, respectively, and certain other lines small increases which aggregate about R26,50,000. This improvement has been reduced to the extent of about R51,50,000, owing principally to a decline of R29,50,000 in the earnings of the Great Indian Peninsula railway, which is attributed to the failure of the cotton and grain crops, and of R13,00,000 on the North Western railway owing to a falling off in military traffic and a smaller export of grain to England. It is anticipated that the earnings this year are likely to exceed those of last year by nearly two crores of rupees.

9. There is one other point to which it may be useful to draw attention. The loss on the direct railway account, that is the amount by which the net earnings fall short of the interest charges which have to be met, including strategic railways and loss arising from the special exchange provisions of the older railway contracts, has been reduced from 2 crores 66 lakhs in 1896-97 to 1 crore 43 lakhs in 1897-98, 93 lakhs in 1898-99 and 74 lakhs according to the budget, and 1¼ lakhs according to the revised estimate for the year now closing. The improvement in the revised as compared with the budget figures for the year is, of course, due to some extent to causes which are abnormal, and it is probable that some of the ground which has apparently been gained may be lost in the coming year, the estimates for which show a deficit of nearly 73 lakhs. But the figures given show a diminishing tendency in the yearly deficit, which is at least encouraging.

STATEMENT A.

STATEMENT

OF

FORECAST OF CAPITAL EXPENDITURE ON RAILWAYS, 1900-1901 TO 1902-1903,

INCLUDING ALL OPEN LINES,

All lines under, or accepted for immediate construction, and branch lines under firm guarantee.

Branch lines under Rebate terms are excluded.

4 4 2

Statement of Forecast of Capital Expenditure

(OMIT

No.	Railway.	Length.	Amount of estimate or approximate cost.	Outlay to the end of 1898-1899.	Grants allotted for 1899-1900.	Further outlay to be incurred in subsequent years.
	I.—FROM IMPERIAL FUNDS.	Miles.	R	R	R	R
	(i)—By State Agency.					
	Open Lines.					
1	Eastern Bengal	...	...	...	29,00	...
2	Oudh and Rohilkhand	...	...	...	12,40	...
3	North Western	...	...	...	24,60	...
4	East Coast (including Bezwada-Madras)	...	...	...	9,12	...
	Stores, etc.	...	...	...	—14,06	...
	Total open lines	...	...	...	61,06	...
	Lines under Construction.					
5	Nowshera-Dargai	40	14,87	...	9,14	5,73
6	Allahabad-Fyzabad	100	1,50,00	...	...	1,50,00
7	Eastern Bengal—Rungpore-Dhubri	51	45,44	18	6,50	38,76
8	East Coast, Gódávari bridge	...	59,70	32,05	21,83	5,82
9	Mari-Attock	80	1,57,25	1,52,17	2,00	3,08
10	Kotri-Rohri, Indus bridge	...	30,68	27,16	2,52	1,00
11	Bhátinda-Ferozepore conversion to 5' 6" gauge	55	9,64	9,09	55	...
12	Rungpore-Dhubri, Teesta bridge	...	15,75	5,06	8,15	2,54
13	Cooch Behar-Santrabari, British section	20	6,86	3,85	2,00	1,01
14	Rajbari-Faridpur branch, Eastern Bengal railway.	14	13,60	7,91	—20	5,89
15	Shadipalli-Balotra, British section	75	31,51	9,97	10,04	11,50
16	Agra-Delhi chord	121	90,76	62	1,00	89,14
17	Gháziabad-Moradabad	87	82,30	19,53	36,55	26,22
18	Lyallpur-Khánewal	105	34,48	21,97	8,51	4,00
	Total Lines under Construction	748	7,42,84	2,89,56	1,08,59	3,44,69
	Total I (i)—By State Agency	748	7,42,84	2,89,56	1,69,65	3,44,69

on Railways—1900-1901 to 1902-1903.

TING 000.)

Proposed distribution of grants during— 1900-1901.	1901-1902.	1902-1903.	Total 1900-1901 to 1902-1903.	Balance to be provided for in subsequent years.	No.	Remarks.
R	R	R	R	R		
33,56	40,00	30,00	1,03,56	...	1	
7,13	10,00	10,00	27,13	...	2	
28,15	20,00	20,00	68,15	...	3	
8,00	10,00	10,00	28,00	...	4	
—12,90	...	10,00	—2,90	...	...	
63,94	80,00	80,00	2,23,94	...	..	
5,73	...	...	5,73	...	5	
...	20,00	50,00	70,00	80,00	6	New project.
20,00	20,00	...	40,00	...	7	
6,00	...	...	6,00	...	8	
4,00	...	...	4,00	...	9	
1,00	...	...	1,00	...	10	
...	...	...	...	...	11	
4,00	...	...	4,00	...	12	
...	...	...	...	...	13	
...	...	...	...	...	14	
10,00	1,50	...	11,50	...	15	
...	30,00	50,00	80,00	9,14	16	New project.
22,75	5,00	...	27,75	...	17	
4,00	...	...	4,00	...	18	
77,48	76,50	1,00,00	2,53,98	89,14	...	
1,41,42	1,56,50	1,80,00	4,77,92	89,14	...	

Statement of Forecast of Capital Expenditure

(OMIT

No.	Railway.	Length.	Amount of estimate or approximate cost.	Outlay to the end of 1898-1899.	Grants allotted for 1899-1900.	Further outlay to be incurred in subsequent years.
			R	R	R	R
	1.—FROM IMPERIAL FUNDS—*contd.*	Miles.				
	Brought forward	748	7,42,84	2,89,56	1,69,65	3,44,69
	(ii)—By the Agency of Main Line Companies.					
	Open Lines.					
19	East Indian	...	...	...	1,63,00	...
20	Rajputana-Malwa	...	...	...	17,45	...
21	Tirhoot	...	...	...	5,90	...
22	South Indian	...	...	...	3,25	...
23	Great Indian Peninsula	...	...	...	...	...
	Other minor railways	...	...	...	1,90	...
	Total Open Lines	...	...	...	1,91,50	...
	Lines under Construction.					
24	Tirhoot, Hajoepore-Begum Sarai-Katihar extension.	158	1,22,31	83,33	24,10	14,88
25	Assam-Bengal . (i) Construction chargeable to Part II. (ii) Land chargeable to Part I.	736	11,16,17*	8,00,21*	98,20	2,17,76
	(iii) Chittagong jetties	...	6,90	4,64	2,16	10
26	East Indian, Moghal Sarai-Gya extension	126	1,55,26	1,23,23	18,00	14,03
27	Ditto Dehree-Daltonganj	78	72,18	1,21	14,00	56,97
28	Ditto Shikohabad-Farukhabad branch	66	45,20	...	...	45,20
29	South Indian, Negapatam-Nagore branch	5	2,39	64	1,75	...
30	Madura-Pamban	91	68,91	...	2,65	66,26
31	Tinnevelly-Quilon, British section	45	24,28	...	3,28	21,00
	Total Lines under Construction	1,305	16,13,60	10,13,26	1,64,14	4,36,20
	Total I (ii)—By Main Line Companies	1,305	16,13,60	10,13,26	3,55,64	4,36,20
	Grand Total I—From Imperial Funds	2,053	23,56,44	13,02,82	5,25,29	7,80,89

* Includes R3,63,60,000 from Company's Funds.

on Railways—1900-1901 to 1902-1903—contd.

TING 000.)

Proposed distribution of grants during—			Total 1900-1901 to 1902-1903.	Balance to be provided for in subsequent years.	No.	Remarks.
1900-1901.	1901-1902.	1902-1903.				
R	R	R	R	R		
1,41,42	1,56,50	1,80,00	4,77,92	89,14	...	
1,00,20	1,00,00	1,00,00	3,00,20	...	19	
12,00	10,00	10,00	32,00	...	20	
18,00	10,00	10,00	38,00	...	21	
5,00	5,00	5,00	15,00	...	22	
9,04	...	...	9,04	...	23	
1,00	5,00	5,00	11,00	...	...	
1,45,24	1,30,00	1,30,00	4,05,24	...	...	
15,38	...	...	15,38	...	24	
*1,26,00	50,00	50,00	2,26,00	...	25 (i) & (ii)	
10	...	...	10	...	25 (iii)	
28,00	30,00	13,00	71,00	...	26, 27	
...	...	22,00	22,00	23,20	28	
...	...	...	...	...	29	
...	20,00	10,00	30,00	36,26	30	
8,00	13,00	...	21,00	...	31	
1,77,48	1,13,00	95,00	3,85,48	59,46	...	
3,22,72	2,43,00	2,25,00	7,90,72	59,46	...	
4,64,14	3,99,50	4,05,00	12,68,64	1,48,60	...	

* Includes a sum of R84,00,000 to be raised by the issue by the Company of debentures.

Statement of Forecast of Capital Expenditure

(OMIT

No.	Railway.	Length.	Amount of estimate or approximate cost.	Probable outlay to the end of 1898-99.	Grants allotted for 1899-1900.	Further outlay to be incurred in subsequent years.
		Miles.	R	R	R	R
	II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies.					
	Open Lines					
32	Great Indian Peninsula	...	...	...	—4,21	...
33	Madras	...	...	...	7,75	...
34	Bombay, Baroda and Central India	...	...	...	51,81	...
	Total Open Lines	...	...	...	55,35	...
	Lines under Construction.					
35	Amalner-Jalgaon branch, G. I. P. R. }	71	78,24	21,56	33,00	23,68
36	Chalisgaon-Dhulia branch, G. I. P. R. }					
37	Calicut-Cannanore branch, Madras railway	64	76,73	5,84	12,51	58,38
	Total Lines under Construction	135	1,54,97	27,40	45,51	82,06
	Grand Total II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies.	135	1,54,97	27,40	1,00,86	82,06
	III.—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.					
	Open Lines.					
38	Bengal Central	...	...	...	4,00	...
39	Bengal-Nágpur	...	...	...	5,90	...
40	Burma	...	...	...	12,82	...
41	Indian Midland and G. I. P.	...	...	...	22,88	...
42	Lucknow-Bareilly	...	...	...	69	...
43	Southern Mahratta (including Mysore)	...	...	...	4,75	...
	Total Open Lines	...	...	...	51,04	...
	Carried over	...	...	...	51,04	...

on Railways—1900-1901 to 1902-1903—contd.

TING 000.)

Proposed distribution of grants during— 1900-1901.	1901-1902.	1902-1903.	Total 1900-1901 to 1902-1903.	Balance to be provided for in subsequent years.	No.	Remarks.
R	R	R	R	R		
5,28	...	...	5.28	...	32	
6,00	30,00	30,00	66,00	...	33	
10,00	20,00	20,00	50,00	...	34	
21,28	50,00	50,00	1,21,28	...		
3,68	8,00	12,00	23,68	...	35, 36	
25,00	25,00	10,00	60,00	...	37	
28,68	33,00	22,00	83,68	...		
49,96	83,00	72,00	2,04,96	...		
2,50	2,00	2,00	6,50	...	38	
10,00	4,00	8,00	22,00	...	39	
7,00	3,00	5,00	15,00	...	40	
7,00	20,00	20,00	47,00	...	41	
3,74	3,00	3,00	9,74	...	42	
6,00	8,00	8,00	22,00	...	43	
36,24	40,00	46,00	1,22,24	...		
36,24	40,00	46,00	1,22,24	...		

Statement of Forecast of Capital Expenditure

(OMIT

No.	Railway.	Length.	Amount of estimate or approximate cost.	Outlay to the end of 1898-99.	Grants allotted for 1899-1900.	Further outlay to be incurred in subsequent years.
		Miles.	R	R	R	R
	III.—Against the Capital Accounts of Indian Railway Companies other than the 3 Old Guaranteed Railway Companies—*contd.*					
	Brought forward	...	...	...	51,04	...
	Lines under Construction.					
44	Bengal-Nágpur: Sini-Midnapore-Cuttack-Calcutta.	361	8,14,22	5.33.69 (44 and 45)	1,71,10	1,20,84
45	Bengal-Nágpur: Raipur-Dhamtari	56	11,41			
46	Bengal-Nágpur: Midnapore-Jherria extension	114	1,07,81	...	...	1,07,81
47	Burma: Mandalay-Kunlon; Meiktila-Myingyan; Sagaing-Monywa-Alon; Thonze-Henzada-Bassein extension	477	4.79.90	1,39,56	65,18	2,75,16
	Total Lines under Construction	1,008	14,13,34	6,73,25	2,36,28	5,03,81
	Grand Total III.—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.	1,008	14.13,34	6,73,25	2,87,32	5,03,81
	IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government Guarantee.					
	Lines under Construction.					
48	Hardwar-Dehra	32	26,05	18,75	680	50
49	Brahmaputra-Sultanpur	60	26,44	14,44	800	400
	Grand Total IV.—Against the Capital Accounts of Branch Line Companies.	92	52,49	33,19	14,80	450

on Railways—1900-1901 to 1902 to 1903—continued.

TING 000.)

Proposed Distribution of grants during— 1900-1901.	1901-1902.	1902-1903.	Total 1900-1901 to 1902-1903.	Balance to be provided for in subsequent years.	No.	Remarks.
R	R	R	R	R		
36,24	40,00	46,00	1,22,24	...		
95,00	30,00	...	1,25,00	...	{ 44 45	
...	30,00	63,00	93,00	14,81	46	New project.
81,00	67,50	70,00	2,18,50	56,66	47	
1,76,00	1,27,50	1,33,00	4,36,50	71,47		
2,12,24	1,67,50	1,79,00	5,58,74	71,47	...	
50	...	...	50	...	48	
4,00	...	...	4,00	...	49	
4,50	...	...	4,50	...	...	

Statement of Forecast of Capital Expenditure

(OMIT

No.	Railway.		Length.	Amount of estimate or approximate cost.	Outlay to the end of 1898-99	Grants allotted for 1899 1900.	Further outlay to be incurred in subsequent years.
			Miles.	R	R	R	R
	ABSTRACT.						
	I. From Imperial Funds. (i) By State agency.	(a) Open Lines	...	...	...	61,06	...
		(b) Construction	748	7,42,84	2,89,56	1,08,59	3,44,69
		Total	748	7,42,84	2,89,56	1,69,65	3,44,69
	(ii) By the agency of Main Line Companies.	(a) Open Lines	...	...	...	1,91,50	...
		(b) Construction	1,305	16,13,60	10,13,26	1,64,14	4,36,20
		Total	1,305	16,13,60	10,13,26	3,55,64	4,36,20
		TOTAL I	2,053	23,56,44	13,02,82	5,25,29	7,80,89
	II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies.	(a) Open Lines	...	...	...	55,35	...
		(b) Construction	1,35	1,54,97	27,40	45,51	82,06
		TOTAL II	1,35	1,54,97	27,40	1,00,86	82,06
	III.—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.	(a) Open Lines	...	...	...	51,04	...
		(b) Construction	1,008	14,13,34	6,73,25	2,36,28	5,03,81
		TOTAL III	1,008	14,13,34	6,73,25	2,87,32	5,03,81
	IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government Guarantee.	(a) Open Lines	...	...	...	...	...
		(b) Construction	92	52,49	33,19	14,80	4,50
		TOTAL IV	92	52,49	33,19	14,80	4,50
	TOTAL, I to IV	(a) Open Lines	...	...	...	3,58,95	...
		(b) Construction	3,288	39,77,24	20,36,66	5,69,32	13,71,26
	GRAND TOTAL		3,288	39,77,24	20,36,66	9,28,27	13,71,26
			...	...	...	...	...

on Railways—1900-1901 to 1902-1903—concld.

TING 000.)

Proposed distribution of grants during—			Total 1900-1901 to 1902-1903.	Balance to be provided for in subsequent years.	No.	Remarks.
1900-1901.	1901-1902.	1902-1903.				
R	R	R	R	R		
63.94	80,00	80,00	2,23,94	...	...	
77,48	76,50	1,00,00	2,53.98	89,14	...	
1,41,42	1,56,50	1,80,00	4.77.92	89,14	...	
1,45,24	1,30,00	1,30,00	4,05,24	...	...	
1,77,48	1,13,00	95,00	3,85,48	59.46	...	
3,22,72	2,43,00	2,25,00	7,90,72	59,46	...	
4,64,14	3,99,50	4,05,00	12,68,64	1,48,60	...	
21,28	50,00	50,00	1,21,28	...	...	
28,68	33,00	22,00	83,68	...	...	
49,96	83,00	72,00	2,04,96	...	...	
36,24	40,00	46,00	1,22,24	...	...	
1,76,00	1,27,50	1,33,00	4,36,50	71,47	...	
2,12,24	1,67,50	1,79,00	5,58,74	71,47	...	
...	...	...	...	...	...	
4,50	...	...	4,50	...	...	
4,50	...	...	4,50	...	...	
2,66,70	3,00,00	3,06,00	8,72,70	...	...	
4,64,14	3,50,00	3,50,00	11,64,14	2,20,07	...	
7,30,84	6,50,00	6,56,00	20,36,84	2,20,07	...	
...	...	...	...	...	...	

STATEMENT B.

Memorandum on the construction of railways.

1. At the commencement of 1899-1900, *i.e.*, on the 1st April 1899, the total length of railways open for traffic was 22,499·05 miles, made up as follows:—

		Miles.	Miles.
(i)	East Indian	1,712·25	4,190·83
	Bengal Central (*a*)	125·01	
	Bengal-Nágpur	1,184·41	
	Indian Midland	795·56	
	Bhopal-Itarsi (*British section*)	(*b*) 13·11	
	Godhra-Rutlam-Nagda	(*c*) 141·14	
	Wardha Coal	(*d*) 44·88	
	Dhond-Manmád	(*d*) 145·44	
	Bezwada extension (East Coast State)	(*e*) 20·53	
	Madras-Ennúr section (Bezwada-Madras)	(*f*) 8·16	
(ii)	North Western	(*g*) 2,817·64	4,893·54
	Hyderabad-Shadipalli	(*h*) 58·91	
	Oudh and Rohilkhand	950·76	
	Eastern Bengal	262·98	
	Calcutta Port Commissioners'	8·53	
	East Coast, including Bezwada-Madras	(*i*) 794·72	
(iii)	Great Indian Peninsula	1,288·00	2,588·18
	Bombay, Baroda and Central India	460·90	
	Madras	839·23	
(iv)	Delhi-Umballa-Kalka	(*j*) 162·23	643·55
	Tarkessur	(*j*) 22·23	
	Southern Punjab (*Delhi-Samásata*)	(*h*) 423·18	
	Tápti Valley	(*c*) 35·91	
(v)	Khamgaon	(*d*) 7·55	630·33
	Amraoti	(*d*) 5·44	
	Bina-Goona	(*b*) 71·74	
	Bhopal-Ujjain	(*b*) 113·52	
	Bhopal-Itarsi (*Native state section*)	(*b*) 41·28	
	The Nizam's Guaranteed State	(*k*) 330·13	
	Nagda-Ujjain	(*c*) 34·32	
	The Gaekwar's Petlád	(*c*) 13·35	
	Kolar Gold-fields	(*f*) 10·00	
(vi)	Rajpura-Bhátinda	(*h*) 107·94	123·86
	Jammu and Kashmir (*Native state section*)	(*h*) 15·92	
(vii)	Bengal and North-Western—		6,887·30
	Tirhoot section	341·80	
	Company's section (*l*)	743·18	
	Lucknow-Bareilly section (Rohilkund and Kumaon)	231·17	
	Rajputana-Malwa	(*c*) 1,673·93	
	Pálanpur-Deesa	(*c*) 17·28	
	Southern Mahratta	1,042·01	
	Guntakal-Mysore frontier	(*m*) 119·50	
	Mysore section (Southern Mahratta)	288·00	
	South Indian	1,017·88	
	Mayavaram-Mutupet	(*n*) 63·99	
	Assam-Bengal	414·45	
	Burma	938·08	
(viii)	Eastern Bengal—		643·99
	Northern and Behar sections (*including the Kaunia-Dharlla, 2' 6" gauge, branch*)	478·47	
	Dacca section	85·92	
	Cawnpore-Burhwal (*Metre gauge link*)	(*t*) 79·60	
(ix)	Deoghur	4·79	285·86
	Rohilkund and Kumaon (*Company's section*)	53·92	
	Bengal Dooars	36·40	
	Dibru-Sadiya	77·50	
	Ledo and Tikak-Margherita Colliery	(*o*) 7·50	
	Ahmedabad-Parántij	(*c*) 54·59	
	Mymensingh-Jamalpur-Jagannathganj	(*s*) 33·07	
	Segowlie-Raxaul	(*u*) 18·09	
(x)	The Gaekwar's Mehsana	(*c*) 92·63	188·30
	Kolhapur	(*m*) 29·07	
	Yesvantpur-Mysore frontier	(*m*) 51·35	
	Mysore-Nanjangud	(*m*) 15·25	
(xi)	Jodhpur-Bikaner	406·00	922·04
	Udaipur-Chitor	60·86	
	Bhávnagar-Gondal-Junágad-Porbandar	(*p*) 333·84	
	Jetalsar-Rajkot	(*q*) 46·23	
	Jámnagar	(*q*) & (*r*) 54·28	
	Dhrángadhá	(*q*) 20·83	
(xii)	West of India Portuguese	51·00	73·25
	Pondicherry	(*n*) 7·80	
	Káraikkal-Peralam	(*n*) 14·45	
(xiii)	Cherra-Companyganj (2' 6")	8·00	36·50
	Jorhát (2' 0")	28·50	
(xiv)	Darjeeling-Himalayan (2' 0")	51·00	172·21
	Bársi Light (2' 6")	21·75	
	Tárakeshwar-Magra (2' 6")	31·12	
	Tezpur-Balipara (2' 6")	20·10	
	Howra-Amta (2' 0")	28·82	
	Howrah-Sheakhalla (2' 0")	19·62	
(xv)	The Gaekwar's Dabhol (2' 6")	(*c*) 78·80	102·78
	Rajpipla (2' 6")	(*c*) 23·98	
(xvi)	Cooch Behar (2' 6")		(*s*) 22·22
(xvii)	Morvi (2' 6")		94·36

	Miles.	Miles.
Standard gauge—		
(i) State lines worked by companies	4,190·83	
(ii) State lines worked by the State	4,893·54	
(iii) Guaranteed companies	2,588·13	
(iv) Assisted companies	643·55	
(v) Lines owned by native states and worked by companies	630·33	
(vi) Lines owned by native states and worked by State railway agency	123·86	
		13,070·24
Metre gauge—		
(vii) State lines worked by companies	6,887·30	
(viii) State lines worked by the State	643·99	
(ix) Assisted companies	285·86	
(x) Lines owned by native states and worked by companies	188·30	
(xi) Lines owned and worked by native states	922·04	
(xii) Foreign lines	73·25	
		9,000·74
Special gauges—		
(xiii) State lines worked by the State	36·50	
(xiv) Assisted companies	172·21	
(xv) Lines owned by native states and worked by companies	102·78	
(xvi) Lines owned by native states and worked by State railway agency	22·22	
(xvii) Lines owned and worked by native states	94·36	
		428·07
TOTAL		22,499·05

(*a*) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
(*b*) Worked by the Indian Midland Railway Company.
(*c*) Worked by the Bombay, Baroda and Central India Railway Company.
(*d*) Worked by the Great Indian Peninsula Railway Company.
(*e*) Although forming an integral part of the East Coast State Railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
(*f*) Worked by the Madras Railway Company.
(*g*) Including 6·12 miles of military line not used for public traffic, the Mushkaf-Bolán railway and the Kotri-Rohri chord line.
(*h*) Worked by the North-Western State Railway.
(*i*) Excluding the Bezwada extension, *vide* foot-note (*e*), but including 2·66 miles mixed-gauge and 0·33 mile metre-gauge.
(*j*) Worked by the East Indian Railway Company.
(*k*) Including 2·19 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.
(*l*) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
(*m*) Worked by the Southern Mahratta Railway Company.
(*n*) Worked by the South Indian Railway Company.
(*o*) Worked by the Assam Railways and Trading Company.
(*p*) Including 4·50 miles of Bhavnagar Dock estates and Junágad quarry lines.
(*q*) Worked by the Bhávnagar-Gondal-Junágad-Porbandar railway.
(*r*) Including 3·99 miles of Bedi-Bandar Dock estate sidings.
(*s*) Worked by the Eastern Bengal State Railway.
(*t*) Excluding 3·86 miles of the Lucknow-Bareilly railway between Daliganj and Aishbagh, but including the length, Bara Banki to Burhwal, 18·70 miles, and the length over Cawnpore bridge 0·59 miles laid on a mixed gauge.
(*u*) Worked by the Bengal and North-Western Railway Company.

2. And the mileage under construction or sanctioned for construction on the same date was 3,568·22 miles(*d*), as follows:—

		Miles.	Miles.
Standard gauge—			
(i)	State lines worked by companies	435·31	
(ii)	State lines worked by the State	294·80	
(iii)	Guaranteed companies	133·18	
(iv)	Assisted companies	232·01	
(v)	Lines owned by native states and worked by companies	73·63	
(vi)	Lines owned by native states and worked by State railway agency	80·32	
			1,249·25
Metre gauge—			
(vii)	State lines worked by companies	869·06	
(viii)	State lines worked by the State	73·93	
(ix)	Assisted companies	219·99	
(x)	Lines owned by native states and worked by companies	560·65	
(xi)	Lines owned and worked by native states	222·94	
			1,946·57
Special gauges—			
(xii)	State lines worked by companies	56·68	
(xiii)	State lines worked by the State	20·08	
(xiv)	Assisted companies	121·20	
(xv)	Lines owned by native states and worked by companies	162·44	
(xvi)	Lines owned by native states and worked by State railway agency	12·00	
			372·40
	TOTAL		(*d*)3,568·22

There was thus a grand total of railways completed and in hand, on the 1st April 1899, of miles 26,067·27

		Miles.	Miles.	Miles.
(i)	East Indian—			
	Moghal Sarai to Gya		125·48	
	Shikohabad to Farukhabad		(*a*) 65·82	
	Bárun to Daltonganj, including colliery branch		78·32	
	Bengal-Nágpur—			435·31
	Kolaghat to Howrah		36·53	
	Khargpur to Midnapore		8·00	
	Agra-Delhi chord—			
	Agra to Delhi		(*a*) 121·16	
(ii)	North Western—			
	Campbellpore Cantonment to *Basal (New Pind-Sultáni)	(*b*) 80·00		
	Jaud to Daudkhel		160·80	
	Lyallpur to Khanewal	105·00		
	Kotri to Hyderabad (Sind)	5·80		
	Oudh and Rohilkhand—			
	Ghaziabad to Moradabad		87·05	294·80
	Eastern Bengal—			
	Panchooria to the Ganges	5·50	12·90	
	Shivarampur to Faridpur	7·40		
	East Coast—			
	Godávari bridge at Rajahmundry and approaches		4·55	
(iii)	Great Indian Peninsula—			
	Amalner to Jalgaon		34·28	
	Chalisgaon to Dhulia		34·84	
	Madras—			133·18
	Calicut to Baliapatam		59·71	
	Walajah Road to Ranipet		4·35	
(iv)	Southern Punjab (*Delhi-Samásata*)—			
	Delhi Brewery to Delhi		0·70	
	Tápti Valley—			
	Vyara to Amalner		130·34	
	South Behar (*Luckeeserai-Gya*)—			232·01
	Luckeeserai to Gya		78·83	
	Hardwar-Dehra—			
	Hardwar to Dehra		32·05	
(v)	Bina-Goona—			
	Goona to Bárán			73·63
(vi)	Ludhiána-Dhuri-Jakhal—			
	Ludhiána *viá* Dhuri to Jakhal			80·32
(vii)	Bengal and North-Western—			
	Tirhoot section—			
	Hajeepore to Bachhwara	44·25	161·00	
	Barouni to Katihar	116·75		
	Company's section—			
	From a point near Tulsipur to Tulsipur		1·00	
	Ganges-Gogra Doab lines—			
	Azamgarh to Shahganj		(*a*) 31·84	
	South Indian—			
	Negapatam to Nagore		4·49	869·06
	Assam-Bengal—			
	Badarpur to Lumding	113·14		
	Lumding to Lakwar	155·79	321·31	
	Lakwar to Makum	52·38		
	Burma—			
	Sèdaw to the right bank of the Salween river	217·72		
	Meiktila to Myingyan	57·70	346·42	
	Sagaing *viá* Monywa to Alon	71·00		
(viii)	Eastern Bengal—			
	Teesta bridge at Kaunia and approaches		4·87	73·93
	Hyderabad (Sind)-Jodhpur frontier—			
	Hyderabad to Jodhpur frontier		(*c*) 69·06	
(ix)	Brahmaputra-Sultanpur—			
	Santahar to Kaliganj		59·70	
	Mymensingh-Jamálpur-Jagannathganj—			
	Singhjani to Jagannathganj		21·93	
	Bengal Dooars—			219·99
	Malbazar to Hantopara	45·66		
	Dam Dim to Bagrakote	6·76	121·55	
	Domohani to Lalmonir Hat	69·13		
	Nílgiri—			
	Méttupálaiyam to Coonoor		16·81	
(x)	Mysore-Nanjangúd—			
	Nanjangúd station to a point nearer Nanjangúd town		0·55	
	Birur-Shimoga—			
	Birur to Shimoga		37·97	
	Hyderabad-Gódávari Valley—			
	Secunderabad to Manmad		384·28	560·65
	Shoranur-Cochin—			
	Shoranur to Cochin		65·00	
	Jaipur—			
	Sanganer to Siwai-Madhopur		72·85	
(xi)	Jodhpur-Bikaner—			
	Jodhpur section—			
	Balotra to the Jodhpur frontier	135·00		
	Bikanor section—			
	Dulmera to Lankaransar	9·00	216·50	
	Lankaransar to Suratgarh	63·00		222·94
	Gigasar to Palana	9·50		
	Udaipur-Chitor—			
	Debari to Udaipur		6·44	
(xii)	Raipur-Dhamtari branch (Bengal-Nágpur) (2′ 6″)—			
	Raipur to Dhamtari		45·00	
	Abhanpur to Rajim		11·68	56·68
(xiii)	Eastern Bengal—			
	Cooch Behar-Santrabari extension (*British section*) (2′ 6″)—			
	Alipur-Duar to Jhainti			20·08
(xiv)	Bársi Light (2′ 6″)—			
	Bársi Road to Pandharpur		(*a*) 33·00	
	Kalka-Simla (2′ 0″)—			121·20
	Kalka to Simla		68·00	
	Ranaghat-Krishnagar (2′ 6″)		20·20	
(xv)	Rajpipla (2′ 6″)—			
	Umalla to Nandod		13·34	
	Rewah (2′ 6″)—			
	Rewah to Sutna		(*a*) 31·81	
	Gwalior Light (2′ 0″)—			162·44
	Gwalior to Sipri		72·96	
	Gwalior to Bhind		(*e*) 44·33	
(xvi)	Cooch Behar (2′ 6″)—			
	Cooch Behar town extension		0·50	
	Cooch Behar to Alipur Duar		11·50	12·00

(*a*) Commencement of work not yet authorized.
(*b*) The length between Basal (New Pind-Sultáni) and Jand, 16 miles, is a part of the open mileage of the Khusálgarh branch.
(*c*) The mileage given is exclusive of 55·09 miles of the existing Hyderabad-Shadipalli, standard gauge, railway to be converted to the metre gauge.
(*d*) Excluding the Bhátinda-Ferozepore conversion (54·59 miles).
(*e*) Excluding 8·00 miles of His Highness the Maharajah Scindia's private line.

		Miles.	Miles.	Miles.
(i)	East Indian—			128·63
	Sitarampore to Domohani	8·32	11·56	
	Pandra branch of the Jherriah extension	3·24		
	Bengal Central—			
	Dum Dum Cantonment to Pattipooker		2·68	
	Bengal-Nagpur—			
	Midnapore to Bujudih		114·39	
(ii)	North-Western— Peshawar to Jamrud			10·00
(iii)	Petlad-Cambay			20·78
(iv)	Bengal and North-Western—			355·47
	Tirhoot section—			
	Sakri to Jainagar		30·47	
	South Indian—			
	Madura to Toni Toral	94·00	206·00	
	Mutunandal to Sivaganga	9·00		
	Tinnevelly to Quilon	103·00		
	Burma—			
	Bassein *viâ* Henzada to Tharrawaddy		119·00	
(v)	Eastern Bengal— Moghalhat to Dhubri			(a) 38·83
(vi)	Vijapur-Kalol			29·00
(vii)	Jodhpur-Bikaner— Bikaner Section— Suratgarh to Bhatinda			88·00
(viii)	North-Western— Nowshera-Dargai (2′ 6″)			39·60
(ix)	East Indian—			131·23
	Moghal Sarai to Gya		125·48	
	Bengal Nágpur—			
	Khargpur to Cossye		5·75	
(x)	North-Western—			131·95
	Campbellpore Cantonment to Basal / Jand to Daudkhel	(b) 75·55	124·55	
	Lyallpore to Toba Tek Singh	49·00		
	Eastern Bengal—			
	Sivarampur to Faridpur		7·40	
(xi)	Great Indian Peninsula—			38·89
	Amalner to Jalgaon		(b) 34·04	
	Madras—			
	Walajah Road to Ranipet		4·85	
(xii)	Tapti Valley—			231·22
	Vyara to Amalner		120·34	
	South Behar (Luckeeserai-Gya)—			
	Luckeeserai to Gya		78·83	
	Hardwar-Dehra		32·05	
(xiii)	Bina-Goona-Báran— Goona to Báran			73·63
(xiv)	Bengal and North-Western—			146·19
	Tirhoot section—			
	Barouni to Bihpur Thana		66·00	
	South Indian—			
	Negapatam to Nagore		4·49	
	Assam Bengal—			
	Badarpur to Damchara		18·00	
	Burma—			
	Meiktila to Myingan		57·70	
(xv)	Brahmaputra-Sultanpur—			63·24
	Santahar to Bogra		24·50	
	Mymensingh-Jamalpur-Jagannathganj—			
	Singhjani to Jagannathganj		21·93	
	Nilgiri—			
	Mettupalaiyam to Coonoor		16·81	
(xvi)	Mysore-Nanjangud—			192·52
	Nanjangud station to a point nearer the town of Nanjangud		0·55	
	Birur-Shimoga		37·97	
	Hyderabad-Godavari Valley—			
	Manmad to Sailu		154·00	
(xvii)	Jodhpur-Bikaner—			75·94
	Jodhpur section—			
	Balotra to Barmer	60·00	69·50	
	Bikaner section—			
	Gigasar to Palana	9·50		
	Udaipur-Chitor—			
	Debari to Udaipur		6·44	
(xviii)	Eastern Bengal— Cooch Behar-Santrabari extension (British section) (2′ 6″)— Alipur Duar to Jhainti			20·08
(xix)	Ranaghat-Krishnagar (2′ 0″)— Aishtolaghat to Krishnagar			20·20
(xx)	Rajpipla (2′ 6″)—			138·63
	Umalla to Nandod		13·34	
	Gwalior Light (2′ 0″)—			
	Gwalior to Sipri	72·96	125·29	
	Gwalior to Bhind	(c) 52·33		
(xxi)	Cooch Behar (2′ 6″)—			12·00
	Cooch Behar to Alipur Duar		11·50	
	Cooch Behar town extension		0·50	

(a) Excluding Kaunia-Moghalhat (2′ 6″) section, 12·23 miles, which is to be converted to the metre gauge.
(b) Correction of mileage.
(c) The mileage given is inclusive of 8·00 miles of His Highness the Maharaja Scindia's private line, opened for public traffic.
(d) Excluding the Bhátinda-Ferozepore conversion (54·5 miles), which was opened for traffic in June 1899.

3. During 1899-1900, *i.e.*, from 1st April 1899 to 31st March 1900, 710·91 miles of new railway have been authorized as follows :—

	Miles.	Miles.
Standard gauge—		
(i) State lines worked by companies	128·63	
(ii) State lines worked by the State	10·00	
(iii) Lines owned by native states and worked by companies	20·78	
		159·41
Metre gauge—		
(iv) State lines worked by companies	355·47	
(v) State lines worked by the State	38·83	
(vi) Lines owned by native states and worked by companies	29·00	
(vii) Lines owned and worked by native states	88·00	
		511·30
Special gauges—		
(viii) State lines worked by the State	39·60	
		39·60
TOTAL		710·91

And 1,275·22 miles have been or are likely to be opened to public traffic as follows :—

	Miles.	Miles.
Standard gauge—		
(ix) State lines worked by companies	131·23	
(x) State lines worked by the State	131·95	
(xi) Guaranteed companies	38·89	
(xii) Assisted companies	231·22	
(xiii) Lines owned by native states and worked by companies	73·63	
		606·42
Metre gauge—		
(xiv) State lines worked by companies	146·19	
(xv) Assisted companies	63·24	
(xvi) Lines owned by native states and worked by companies	192·52	
(xvii) Lines owned and worked by native states	75·94	
		477·89
Special gauges—		
(xviii) State lines worked by the State	20·08	
(xix) Assisted companies	20·20	
(xx) Lines owned by native states and worked by companies	138·63	
(xxi) Lines owned by native states and worked by State railway agency	12·00	
		190·91
TOTAL		(d) 1,275·22

4. The total length of open line at the commencement of 1900-1901, *i.e.*, on the 1st April 1900, will, therefore, be 23,780·20 miles, comprising:—

	Miles.	Miles.
Standard gauge—		
(i) State lines worked by companies .	4,312·58	
(ii) State lines worked by the State . .	5,032·03	
(iii) Guaranteed companies	2,626·52	
(iv) Assisted companies .	874·77	
(v) Lines owned by native states and worked by companies . .	703·96	
(vi) Lines owned by native states and worked by State railway agency	123·86	
		13,672·72
Metre gauge—		
(vii) State lines worked by companies . .	7,043·36	
(viii) State lines worked by the State . . .	643·99	
(ix) Assisted companies .	349·10	
(x) Lines owned by native states and worked by companies . .	380·82	
(xi) Lines owned and worked by native states .	997·98	
(xii) Foreign lines . .	73·25	
		9,488·50
Special gauges—		
(xiii) State lines worked by the State . . .	56·58	
(xiv) Assisted companies .	192·41	
(xv) Lines owned by native states and worked by companies	241·41	
(xvi) Lines owned by native states and worked by State railway agency . .	34·22	
(xvii) Lines owned and worked by native states .	94·36	
		618·98
TOTAL		†23,780·20

		Miles.	Miles.
(i)	East Indian	1,8[illegible]·01*	4,312·58
	Bengal Central (*a*)	125·01	
	Bengal-Nágpur	1,190·16	
	Indian Midland	790·25*	
	Bhopal-Itársi (*British section*)	(*b*) 13·11	
	Godhra-Rutlam-Nágdá	(*c*) 141·14	
	Wardha Coal	(*d*) 44·88	
	Dhond-Manmád	(*d*) 145·44	
	Bezwada extension (East Coast State)	(*e*) 20·58	
(ii)	North-Western	(*g*) 2,942·10	5,032·03
	Hyderabad-Shadipalli	(*h*) 58·91	
	Oudh and Rohilkhand	950·76	
	Eastern Bengal	270·38	
	Calcutta Port Commissioners'	8·53	
	East Coast, including Bezwada-Madras	(*i*) 800·26*	
(iii)	Great Indian Peninsula	1,322·04	2,626·52
	Bombay, Baroda and Central India	460·90	
	Madras	843·58	
(iv)	Delhi-Umballa-Kalka	(*j*) 162·23	874·77
	Tarkessur	(*j*) 23·23	
	Southern Punjab (*Delhi-Samásata*)	(*h*) 423·18	
	Tápti Valley	(*c*) 156·25	
	South Behar (*Luckeeserai-Gya*)	(*j*) 78·83	
	Hardwar-Dehra	(*w*) 32·05	
(v)	Khámgaon	(*d*) 7·55	703·96
	Amraoti	(*d*) 5·44	
	Bina-Goona-Bárán	(*b*) 145·37	
	Bhopal-Ujjain	(*b*) 113·53	
	Bhopal-Itársi (*Native State section*)	(*b*) 44·28	
	The Nizam's Guaranteed State	(*k*) 330·13	
	Nagdá-Ujjain	(*e*) 34·32	
	The Gaekwar's Petlád	(*c*) 13·35	
	Kolar Gold-fields	(*f*) 10·00	
(vi)	Rájpura-Bhátinda	(*h*) 107·94	123·86
	Jammu and Kashmir (*Native State section*)	(*k*) 15·92	
(vii)	Bengal and North-Western—		7,043·36
	Tirhoot section	407·80	
	Company's section (*l*)	743·18	
	Lucknow-Bareilly section (Rohilkund and Kumaon)	231·17	
	Rajputana-Malwa	(*c* & *v*) 1,673·93	
	Pálanpur-Deesa	(*c*) 17·28	
	Southern Mahratta	1,042·01	
	Guntakal-Mysore frontier	(*m*) 119·50	
	Mysore section (Southern Mahratta)	296·00	
	South Indian	1,030·53*	
	Mayavaram-Mutupet	(*n*) 53·99	
	Assam-Bengal	434·16*	
	Burma	993·78	
(viii)	Eastern Bengal—		643·99
	Northern and Behar sections (*including the Kaunia-Dharlla, 2' 6" gauge, branch*)	478·47	
	Dacca section	85·92	
	Cawnpore-Burhwal (*Metre-gauge link*)	(*t*) 79·60	
(ix)	Deoghur	4·79	349 10
	Rohilkund and Kumaon (*Company's section*)	53·92	
	Bengal Dooars	36·40	
	Dibru-Sadiya	77·50	
	Ledo and Tikak-Margherita Colliery	(*o*) 7·50	
	Ahmedabad-Parántij	(*c*) 54·59	
	Brahmaputra-Sultanpur	(*s*) 24·50	
	Mymensingh-Jamalpur-Jagannathganj	(*s*) 55·00	
	Segowlie-Raxaul	(*u*) 18·09	
	Nilgiri	(*f*) 16·81	
(x)	The Gaekwar's Mehsána	(*c*) 92·63	380 82
	Kolhápur	(*m*) 29·07	
	Yesvantpur-Mysore frontier	(*m*) 51·35	
	Mysore-Nanjangúd	(*m*) 15·80	
	Birur-Shimoga	(*m*) 37·97	
	Hyderabad-Godavari Valley	(*x*) 154·00	
(xi)	Jodhpur-Bikaner	475·50	997 98
	Udaipur-Chitor	67·30	
	Bhávnagar-Gondal-Junágad-Porbandar	(*p*) 333·84	
	Jetalsar-Rájkot	(*q*) 46·23	
	Jamnagar	(*q* & *r*) 54·28	
	Dhrángadrá	(*q*) 20·83	
(xii)	West of India Portuguese	51·00	73·25
	Pondicherry	(*n*) 7·80	
	Karaikkal-Peralam	(*n*) 14·45	
(xiii)	Cherra-Companyganj (2' 6")	8·00	56·58
	Jorhát (2' 0")	24·50	
	Eastern Bengal (2' 6")	20·08	
(xiv)	Darjeeling-Himalayan (2' 0")	51·00	192·41
	Bárai Light (2' 6")	21·75	
	Tárakeshwar-Magra (2' 6")	31·12	
	Tezpur-Bálipárá (2' 6")	20·10	
	Howrah-Amta (2' 0")	28 62	
	Howrah-Sheakhalla (2' 0")	19·63	
	Ranaghat-Krishnagar (2' 6")	20·20	
(xv)	The Gaekwar's Dabhoi (2' 6")	(*c*) 78·80	241·41
	Rajpipla (2' 6")	(*c*) 37·32	
	Gwalior Light (2' 0")	(*b*) 125.29	
(xvi)	Cooch Behar (2' 6")		(*s*) 34·22
(xvii)	Morvi (2' 6")		94·36

(*a*) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
(*b*) Worked by the Indian Midland Railway Company.
(*c*) Worked by the Bombay, Baroda and Central India Railway Company.
(*d*) Worked by the Great Indian Peninsula Railway Company.
(*e*) Although forming an integral part of the East Coast State railway, this line is shown separately as it is worked by H. H. the Nizam's Guaranteed State Railways Company.
(*f*) Worked by the Madras Railway Company.
(*g*) Including 6·12 miles of military line not used for public traffic.
(*h*) Worked by the North Western State railway.
(*i*) Excluding the Bezwada extension, *vide* foot-note (*e*), but including 2·66 miles mixed gauge and 0·33 miles metre gauge. Includes also Madras-Ennur section from 1st July 1899.
(*j*) Worked by the East Indian Railway Company.
(*k*) Including 2·19 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.
(*l*) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
(*m*) Worked by the Southern Mahratta Railway Company.
(*n*) Worked by the South Indian Railway Company.
(*o*) Worked by the Assam Railways and Trading Company.
(*p*) Including 4·60 miles of Bhavnagar Dock estates and Junagad quarry lines.
(*q*) Worked by the Bhávnagar-Gondal-Junagad-Porbandar railway.
(*r*) Including 3 90 miles of Bodi Bandar Dock estate siding.
(*s*) Worked by the Eastern Bengal State railway
(*t*) Excluding 3·66 miles of the Lucknow-Bareilly railway between Daliganj and Aishbagh but including the length, Bara Banki to Burhwal, 18·70 miles, and the length over Cawnpore bridge, 0·59 miles, laid on a mixed gauge.
(*u*) Worked by the Bengal and North-Western Railway Company.
(*v*) Including 37·88 miles of standard gauge line between Ferozepore and Kot Kapura and 28·71 miles of both standard and metre gauges between Kot Kapura and Bhatinda, worked over by the North Western State railway.
(*w*) Worked by the Oudh and Rohilkhand State railway.
(*x*) Worked by H. H. the Nizam's Guaranteed State Railways Company.

* Correction of mileage.

† Made up as follows:—

Open at the commencement of 1899-1900	22,499·05
Add—Opened during 1899-1900	1,275·22
Add—Certain sidings of the South Indian railway opened for traffic during 1898-99 and 1899-1900	8·16
	23,782·43
Deduct—Decrease due to minor corrections of mileage	2·23
	23,780·20

		Miles.	Miles.	Miles.
(i)	East Indian—			
	Shikohabad to Farukhabad	(a)65·82		
	Barun to Daltonganj	78·32	155·70	
	Sitarampore to Domohani	8·32		
	Pandra branch of Jherriah extension	3·24		
	Bengal Central—			
	Dum-Dum Cantonment to Pattipooker		2·68	432·71
	Bengal Nágpur—			
	Kolaghat to Howrah	36·53		
	Cossye to Midnapore	2·25	153·17	
	Midnapore to Bajudih	(a)114·39		
	Agra-Delhi chord		(a)121·16	
(ii)	North Western—			
	Toba Tek Singh to Khanewal	(a)57·00		
	Kotri to Hyderabad	5·30	72·30	
	Peshawar to Jamrud	(a)10·00		
	Oudh and Rohilkhand—			169·40
	Ghaziabad to Moradabad		87·05	
	Eastern Bengal—			
	Panchooria to the Ganges		5·50	
	East Coast—			
	Gódavari bridge		4·55	
(iii)	Great Indian Peninsula—			
	Chalisgaon to Dhulia		37·31	97·02
	Madras—			
	Calicut to Baliapatam		59·71	
(iv)	Southern Punjab (*Delhi-Samásata*)—			
	Delhi Brewery to Delhi			0·79
(v)	Petlad-Cambay			20·78
(vi)	Ludhiana-Dhuri-Jakhal			80·32

		Miles.	Miles.	Miles.
(vii)	Bengal and North-Western—			
	Tirhoot section—			
	Hajeepore to Bachhwara	44·25		
	Bihpur Thana to Katihar	50·75		
	Sakri to Jainagar	(a)30·47		
	Company's section—		101·31	
	From a point near Tulsipur to Tulsipur	1·00		
	Ganges-Gogra Doab lines—			
	Azamgarh to Shahganj	(a)31·84		
	South Indian—			1,078·34
	Madura to Toni Torai	94·00		
	Mutunandal to Sivaganga	9·00	206·00	
	Tinnevelly to Quilon	103·00		
	Assam-Bengal—			
	Damcharra to Makum		303·31	
	Burma—			
	Sedaw to the right bank of the Salween river	217·72		
	Sagaing to Alon	71·00	407·72	
	Bassein *viâ* Henzada to Tharrawaddy	119·00		
(viii)	Eastern Bengal—			
	Teesta bridge at Kaunia	4·87	43·70	
	Moghalhat to Dhubri	(b)38·83		112·76
	Hyderabad (Sind)-Jodhpur frontier—			
	Shadipalli to Jodhpur frontier		9·06	
(ix)	Brahmaputra-Sultanpur—			
	Bogra to Kaliganj		35·20	
	Bengal Dooars—			156·75
	Malbazar to Hantupara	45·66		
	Dam Dim to Bagrakote	6·76	121·55	
	Domohani to Lalmonir Hat	69·13		
(x)	Hyderabad-Godavari Valley—			
	Sailu to Secunderabad		230·28	
	Shoranur-Cochin		65·00	397·73
	Vijapur-Kalol		29·60	
	Jaipur—			
	Sanganer to Siwai-Madhopur		72·85	
(xi)	Jodhpur-Bikaner—			
	Jodhpur section—			
	Barmer to Jodhpur frontier		75·00	235·00
	Bikaner section—			
	Dulmera to Bhatinda		160·00	

		Miles.	Miles.	Miles.
(xii)	Raipur-Dhamtari branch (Bengal-Nágpur) (2′ 6″)—			
	Raipur to Dhamtari			(a)55·73
	Abhanpur to Rajim			
(xiii)	North-Western—			
	Nowshera to Dargai (2′ 6″)			39·60
(xiv)	Bársi Light (2′ 6″)—			
	Bársi Road to Pandharpur		(a)33·00	93·00
	Kalka-Simla		(c)60·00	
(xv)	Rewah—			
	Rewah to Sutna			(a)31·81

5. And the mileage under construction or sanctioned for construction on the 31st March 1900 will be 3,001·74 miles, made up as follows :—

		Miles.	Miles.
***Standard gauge*—**			
(i)	State lines worked by companies	432·71	
(ii)	State lines worked by the State	169·40	
(iii)	Guaranteed companies	97·02	
(iv)	Assisted companies	0·79	
(v)	Lines owned by native states and worked by companies	20·78	
(vi)	Lines owned by native states and worked by State railway agency	80·32	
			801·02
***Metre gauge*—**			
(vii)	State lines worked by companies	1,078·34	
(viii)	State lines worked by the State	112·76	
(ix)	Assisted companies	156·75	
(x)	Lines owned by native states and worked by companies	397·73	
(xi)	Lines owned and worked by native states	235·00	
			1,980·58
***Special gauges*—**			
(xii)	State lines worked by companies	55·73	
(xiii)	State lines worked by the State	39·60	
(xiv)	Assisted companies	93·00	
(xv)	Lines owned by native states and worked by companies	31·81	
			220·14
	TOTAL		3,001·74

Making a grand total of railways completed and in hand at the commencement of 1900-1901 of miles 26,781·94*

And showing, after allowing for corrections of mileage, an advance on the previous year of miles . 727·07

(a) Commencement of work not yet authorized.
(b) Excluding 12·23 miles of the Kaunia-Moghalhat section, 2′ 6″ gauge, to be converted to the metre gauge.
(c) Correction of mileage.

* Made up as follows :

		Miles
Completed and in hand at the beginning of 1899-1900		26,067·27
Sanctioned during 1899-1900		710·91
Maharaja Scindia's private line opened for traffic		8·00
Certain sidings of the South Indian railway opened for traffic during 1898-99 and 1899-1900		8·16
		26,794·34
Deduct—		
Decrease due to correction of Mari Attock ry. mileage	4·45	
" " " of Kalka-Simla ry. mileage	8·00	12·45
		26,781·89
Add—		
Increase due to minor corrections of mileage		0·05
		26,781·94

6. It is expected that the following lengths of unfinished line will be opened for public traffic in 1900-1901 :—

	Miles.	Miles.
Standard gauge—		
(i) State lines worked by companies	131·34	
(ii) State lines worked by the State	159·40	
(iii) Guaranteed companies .	37·31	
(iv) Assisted companies .	0·79	
(v) Lines owned by native states and worked by companies . . .	20·78	
(vi) Lines owned by native states and worked by State railway agency .	80·32	
		429·94
Metre gauge—		
(vii) State lines worked by companies . . .	175·25	
(viii) State lines worked by the State . . .	73·93	
(ix) Assisted companies . .	111·09	
(x) Lines owned by native states and worked by companies . . .	230·28	
(xi) Lines owned and worked by native states . .	147·00	
		737·55
Special gauges—		
(xii) State lines worked by companies . . .	55·73	
(xiii) State lines worked by the State	39·60	
		95·33
TOTAL .		1,262·82

Leaving the undermentioned lines for completion in 1901-1902 or later :

	Miles.	Miles.
Standard gauge—		
(xiv) State lines worked by companies . . .	301·37	
(xv) State lines worked by the State . . .	10·00	
(xvi) Guaranteed companies .	59·71	
		371·08
Metre gauge—		
(xvii) State lines worked by companies . .	903·09	
(xviii) State lines worked by the State . . .	38·83	
(xix) Assisted companies .	45·66	
(xx) Lines owned by native states and worked by companies . . .	167·45	
(xxi) Lines owned and worked by native states .	88·00	
		1,243·03
Special gauges—		
(xxii) Assisted companies .	93·00	
(xxiii) Lines owned by native states and worked by companies . .	31·81	
		124·81
TOTAL .		1,738·92

		Miles.	Miles.	Miles.
(i)	East Indian—			
	Barun to Daltonganj . . .	78·32		
	Sitarampore to Domohani . .	8·32	89·88	
	Pandra branch of Jherriah extension	3·24		
	Bengal Central—			131·34
	Dum-Dum Cantonment to Pattipooker		2·68	
	Bengal-Nágpur—			
	Kolaghat to Howrah . . .	36·53	38·78	
	Cossye to Midnapore . . .	2·25		
(ii)	North-Western—			
	Toba Tek Singh to Khanewal .	57·00	62·30	
	Kotri to Hyderabad . . .	5·30		
	Oudh and Rohilkhand—			
	Ghaziabad to Moradabad		87·05	159·40
	Eastern Bengal—			
	Panchooria to the Ganges		5·50	
	East Coast—			
	Godavari bridge		4·55	
(iii)	Great Indian Peninsula—			
	Chalisgaon to Dhulia			37·31
(iv)	Southern Punjab (*Delhi-Samásata*)—			
	Delhi Brewery to Delhi			0·79
(v)	Petlad-Cambay			20·78
(vi)	Ludhiana-Dhuri-Jakhal			80·32
(vii)	Bengal and North-Western—			
	Tirhoot Section—			
	Hajeepore to Bachhwara . . .		44·25	175·25
	Burma—			
	Sedaw to Nammaw . . .	60·00	131·00	
	Sagaing to Alon . . .	71·00		
(viii)	Eastern Bengal—			
	Teesta bridge at Kaunia		4·87	73·93
	Hyderabad (Sind)-Jodhpur frontier—			
	Shadipalli to Jodhpur frontier . .		69·06	
(ix)	Brahmaputra-Sultanpur—			
	Bogra to Kaliganj		35·20	
	Bengal Dooars—			111·09
	Dam-Dim to Bagrakote . .	6·76	75·89	
	Domohani to Lalmonir Hat .	69·13		
(x)	Hyderabad-Gódávari Valley—			
	Sailu to Secunderabad			230·28
(xi)	Jodhpur-Bikaner—			
	Jodhpur section—			
	Barmer to Jodhpur frontier . . .		75·00	147·00
	Bikaner section—			
	Dulmera to Suratgarh		72·00	
(xii)	Raipur-Dhamtari branch (Bengal-Nagpur) (2′ 6″)—			
	Raipur to Dhamtari, Abhanpur to Rajim			55·73
(xiii)	North Western—			
	Nowshera to Dargai (2′ 6″)			39·60
(xiv)	East Indian—			
	Shikohabad to Farukhabad . .		(a) 65·82	
	Bengal-Nagpur—			301·37
	Midnapore to Bujudih . . .		(a) 114·39	
	Agra-Delhi Chord		(a) 121·16	
(xv)	North Western—			
	Peshawar to Jamrud			(a) 10·00
(xvi)	Madras—			
	Calicut to Baliapatam			59·71
(xvii)	Bengal and North-Western—			
	Tirhoot section—			
	Bihpur Thana to Katihar .	50·75		
	Sakri to Jainagar . .	(a) 30·47		
	Company's section—		117·06	
	From a point near Tulsipur to Tulsipur	1·00		
	Azamgarh to Shahganj .	(a) 34·84		
	South Indian—			
	Madura to Toni-Torai . .	94·00		
	Mutupaudal to Sivagunga .	9·00	206·00	903·09
	Tinnevelly to Quilon . .	103·00		
	Assam Bengal—			
	Damchara to Makum		303·31	
	Burma—			
	Nammaw to the right bank of the Salween river	157·72	276·72	
	Bassein *viâ* Henzada to Tharrawaddy	119·00		
(xviii)	Eastern Bengal—			
	Moghalhat to Dhubri			38·83
(xix)	Bengal Dooars—			
	Malbazar to Rantupara			45·66
(xx)	Shoranur-Cochin		65·00	
	Vijapur-Kalol		29·60	167·45
	Jaipur—			
	Sanganer to Siwai Madhopur . . .		72·85	
(xxi)	Jodhpur-Bikaner—			
	Bikaner section—			
	Suratgarh to Bhatinda			88·00
(xxii)	Barsi Light—			
	Barsi Road to Pandharpur .		(a) 33·00	93·00
	Kalka-Simla—			
	Kalka to Simla . . .		60·00	
(xxiii)	Rewah—			
	Rewah to Satna . . .			(a) 31·81

(a) Commencement of work not yet authorised.

STATEMENT C.

List of Railway Projects started as Famine Relief Works.

Name of project.	Length.	Cost.	REMARKS.
	Miles.	Rs.	
BOMBAY PRESIDENCY.			
1. Sábarmati-Dholka (metre gauge)	33·46	13,07,966	
2. Gaekwar's Mehsána railway, Kheralu-Dhabora extension (metre gauge)	8	...	
3. Godhra-Baroda Chord and doubling (5' 6" gauge)	44	34,12,000	
4. Visnagar-Vijapur (metre gauge)	16	...	
5. Nadiad-Kapadvanj (5' 6" gauge)	28	8,73,360	
6. Viramgám (or Patan)-Radhanpur, Sami-Radhanpur section (metre gauge)	16	...	
7. Velachha Kankarar-Kosamba	...	...	
8. Bársi Light railway, Bársi-Tadwala extension (2' 6" gauge)	28	11,09,350	
9. Jámnagar-Salaya	...	...	
10. Bahadarpur-Songhir (2' 6" gauge)	...	...	
11. Dholia-Vankaner-Rájkot (metre gauge)	52·76*	...	* Conversion of existing 2' 6" gauge railway to metre gauge by Thakur Sahib of Morvi.
12. Petlad-Cambay (5' 6" gauge)	20·78	11,07,200	Since undertaken as a railway project.
CENTRAL INDIA.			
13. Gwalior-Sabalgarh (2' 0" gauge)	48	...	
NORTH-WESTERN PROVINCES AND OUDH.			
14. Agra-Delhi Chord (5' 6" gauge)	121·16	90,76,346	Partly in Punjab.
15. Meerut-Gurmuktesar (5' 6" gauge)	29	17,61,000	
PUNJAB.			
16. Ludhiána-Dhuri-Jakhal (5' 6" gauge)	80	38,82,764	Since undertaken as a railway project.
17. Suratgarh-Bhátinda section (Bikanir-Bhátinda railway) (metre gauge)	88	19,12,800	
18. Rewári-Phulera Chord (metre gauge)	131·17	51,18,277	
19. Madhopur-Sikar branch	32	...	
20. Jech-Bar (5' 6" gauge)	...	...	
CENTRAL PROVINCES.			
21. Jubbupore Gondia (2' 6" gauge)	252·67	85,10,901	
22. Vizianagram-Raipur (5' 6" gauge)	310·62	2,50,42,336	Partly in Madras Presidency.
23. Bilaspur-Mungeli	...	...	
AJMER-MERWARA.			
24. Nasirabad-Kekri (metre gauge)	9	9,00,000	
25. Bárán-Ajmer-Marwar (metre gauge)	213	1,33,00,533	From Bárán *viá* Shahpura to Marwar.
BERAR.			
26. Akola-Basim-Khandwa (metre gauge)	150	1,00,00,000	Approximate cost.
27. Jalna-Khámgaon (2' 6" gauge)	77	...	

NOTE.—Where length and cost are not given the information is not available at present but surveys are being made

APPENDIX M.

This Indenture, made the 4th day of May 1899, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and THE SOUTHERN PUNJAB RAILWAY COMPANY, LIMITED (hereinafter called "the Company"), of the other part, and supplemental to an Indenture* (hereinafter called "the principal Contract"), dated the 13th day of August 1895, and made between the Secretary of State of the one part and the Company of the other part.

WITNESSETH, and it is hereby agreed and declared as follows:—

1. The Company shall by the 31st day of December 1899, on the Secretary of State, at the request of the Company, duly providing all land in British territory shown to the satisfaction of the Secretary of State to be necessary for the purpose, construct, complete, and make ready and fit for opening for public traffic throughout, on a route to be selected and determined by the Secretary of State a direct and continuous line of railway in connection with and extension of and of the same gauge as the railway mentioned in the third clause of the principal* Contract, from the Company's station at Narwana to a point to be selected by the Secretary of State in or near Kaithal in the district of Karnál, with all such stations, station yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, and works as shall be necessary or proper for the purposes of the railway so to be constructed as aforesaid (which said railway, together with all the appurtenances thereof, is hereinafter called the said extension), either as regards the due working of the same or as regards the permanence of the same, and protection of the same from destruction or injury by inundation, tempest, or otherwise.

2. This Agreement and the principal* Contract as modified by these presents shall be read and construed as one Agreement, and except so far as is inconsistent with the provisions of this Agreement, the expressions "the said railway" and "this Contract" in the principal Contract contained shall be deemed to include the said extension and this Agreement respectively, and the principal Contract and all the provisions thereof as so modified shall apply and be observed and performed by the Secretary of State and the Company in all respects as though the said extension formed part of the said railway therein mentioned, and as though all matters and things for which provision is thereby made related to the said extension as well as to the said railway.

3. Nothing herein contained shall be deemed to authorise the Company to charge as capital expenditure, on account of any of the matters referred to in clause 27 of the principal Contract, a larger sum than is therein mentioned. Provided always, that nothing in this clause contained shall be deemed to disentitle the Company to debit as part of the capital expenditure of the said extension such charges *boná fide* incurred by the Company in respect of preliminary surveys and estimates of such extension as the Secretary of State may agree to be so debited.

4. The Secretary of State hereby authorises the Company to raise such a sum, not exceeding in the whole the sum of 34,000*l.*, as, together with any surplus capital moneys remaining unexpended after the completion of the railway mentioned in clause 3 of the principal* Contract, shall be required for the construction and completion of the said extension. The Company may, subject to the approval of the Secretary of State, raise such sum as aforesaid, either by an increase of its share capital, or by borrowing the same in such manner and upon such terms as the Company may deem fit, and as the Secretary of State may approve.

5. The Company (so far as it is authorised so to do by its constitution and subject to the provisions of the Indian Railways Act, 1894) may, during a period expiring on the 31st day of December 1899, or during a period which shall extend to the close of the half-year next after the half-year during which the said extension shall be actually completed and open for traffic whichever of such periods shall be the shorter, pay out of capital any sums by way of interest on the amount from time to time *boná fide* paid up on any further share capital (in addtion to its capital already issued) issued for the purposes of the said extension under the authority in that behalf contained in clause 4 hereof; provided such sums do not, together with the net receipts of the Company in respect of the said extension (of which net receipts a separate account shall be kept for the purposes of this clause) for the period in respect of which such interest is paid, amount to more than 3½ per cent. per annum on the sums in respect of which the interest is paid. All moneys paid out of capital under this clause may be charged to capital account as part of the original cost of construction.

6. If the said extension shall not be constructed in accordance whith the provisions of this Agreement, and with such of the provisions of the principal* Contract as are applicable thereto as modified by these presents, and completed and ready for opening for public traffic throughout by the 31st day of December 1899, then and at any time after that day, unless the Secretary of State shall be satisfied that there has been no neglect or default of the Company, and before the said extension is open for traffic throughout, the Secretary of State, notwithstanding any grants

* Printed as Appendix M to Part II of the Administration Report on Indian railways for 1895-96.

of further time or any negotiations between the Secretary of State and the Company, may determine this Agreement by giving to the Company in England notice in writing of such determination (which notice is hereinafter referred to as "notice of determination").

7. If this Agreement be determined by notice of determination, the provisions of the principal* Contract relating to the determination of the principal* Contract by notice of determination, and all matters and things to be done in consequence thereof, shall apply, ***mutatis mutandis***, to the determination of this Agreement by such notice, and all matters and things to be done in consequence thereof; and the Secretary of State and the Company shall thereupon have similar rights and be under similar obligations respectively with reference to the said extension, and all matters and things in any way connected therewith or relating thereto, to those which they would have had or been under respectively with reference to the railway mentioned in the principal* Contract, and all matters and things in any way connected therewith or relating thereto, if the principal* Contract had been determined by notice of determination.

* Printed as Appendix M to Part II of the Administration Report on Indian railways for 1895-96.

APPENDIX N.

This Indenture made the 14th day of November 1899 between THE SECRETARY OF STATE IN COUNCIL OF INDIA hereinafter called the Secretary of State of the one part and THE EAST INDIAN RAILWAY COMPANY hereinafter called the Company of the other part.

WHEREAS these presents are supplemental to an* Indenture dated the 22nd day of December 1879 and made between the Secretary of State of the one part and the Company of the other part which said Indenture is hereinafter called the principal Contract to an Indenture† dated the 26th day of February 1896 and made between the same parties hereinafter called the Debenture Contract and to an Indenture† dated the 4th day of April 1899 and made between the same parties hereinafter called the Debenture Stock Contract:

AND WHEREAS the Secretary of State in pursuance of the powers conferred upon him by the principal Contract by notice in writing dated the 14th day of October 1897 gave the Company notice of his intention to determine the principal Contract on the 31st day of December 1899:

AND WHEREAS it has since been agreed between the Secretary of State and the Company that the said notice shall be withdrawn and that the principal Contract shall be modified in the manner hereinafter appearing:

NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follows:—

Withdrawal of Notice.

1. The said notice by the Secretary of State of his intention to determine the principal Contract on the 31st day of December 1899 is hereby withdrawn and subject to the provisions hereinafter contained the respective rights and liabilities of the Secretary of State and the Company under the principal Contract and all other Contracts existing between them and otherwise shall continue as if the said notice had never been given.

Telegraphic Instruments.

2. Notwithstanding the provisions of Clause 6 of the principal Contract the Company shall henceforth during the continuance of the said Contract have the option of supplying themselves with all or any of such telegraphic instruments (not including the telegraph wires) as the Company shall with the sanction of the Secretary of State from time to time require for the purposes of their undertaking and the Company shall maintain all such telegraphic instruments as aforesaid in good repair and good working condition. Provided always that if at any time the Secretary of State or the Company with his sanction shall desire to introduce the use of block or other special telegraph signalling instruments for the conduct of the train service on all or any part of the railways worked by the Company the Company shall on the request of the Secretary of State supply all such block or other instruments with all appliances necessary for the proper working thereof as shall with the sanction of the Secretary of State from time to time be required and shall maintain the same in good repair and working condition.

3. The provisions contained in the principal Contract relating to the working and inspection of the telegraphs and telegraphic appliances supplied by the Secretary of State shall apply to the working and inspection of the telegraphic instruments supplied by the Company.

As to the Maintenance and Management of the Undertaking.

4. The power conferred by Clause 13 of the principal Contract upon the Secretary of State to require the Company to carry out any alteration or improvement in the undertaking or any addition thereto that may in his opinion be necessary for the safety of passengers or for the safety of the public or for the necessary working of the undertaking shall henceforth be extended so as to include any alteration or improvement that may in his opinion be necessary for the accommodation of the traffic of any railways now or hereafter having junction with the undertaking or any parts thereof.

As to Rates for Passengers Goods and Services for Departments of the State, etc.

5. The following clause shall henceforth be substituted for Clause 16 of the principal Contract that is to say:—

The Secretary of State shall from time to time authorise maximum and minimum rates within which the Company shall be entitled to charge the public for services rendered by way of or in connection with the conveyance of passengers and goods on the undertaking and shall prescribe the

* Printed as Appendix B to the Administration Report on Indian railways for 1880-81.
† Not printed.

several classes and descriptions of passengers and goods to which such rates shall be respectively applicable as well as the extent to which within the maxima and minima so authorised the Company may vary the said rates in respect of the distance or weight or special conditions under which such conveyance takes place or services are rendered.

The Secretary of State shall give the Company not less than three months previous notice in writing of his intention to make any change in the rates or classification so authorised and prescribed and unless the Company shall assent to such change it shall not be operative until the expiry of the said notice Provided that when the Secretary of State shall declare that a change is necessary to meet a public emergency it shall suffice for him to give such shorter notice as he shall consider reasonable.

In making charges to the Public for services under this clause the Company shall not without the special sanction of the Secretary of State calculate the same otherwise than in accordance with the rates authorised in the manner herein prescribed or make any reduction by rebate or otherwise that will have the effect of bringing any rate actually paid below the minimum authorised in the manner herein stated. The term "goods" shall as regards this clause include everything conveyed on the undertaking passengers only excepted.

6 The Services mentioned in Clause 18 of the principal Contract shall henceforth be performed by the Company at such rates as may be approved by the Secretary of State not being less than the rates in force for the time being for similar services on State railways of the same gauge.

As to Moneys required by the Company.

7. Notwithstanding the provisions in regard to supply of funds in Clauses 13 and 23 of the Principal Contract all capital moneys required by the Company for the purposes of the undertaking shall at the option of the Secretary of State either be provided by him or be raised by the Company by the issue of debentures or debenture stock in such manner and on such terms as to interest or otherwise as the Secretary of State shall determine. Nothing herein contained shall affect or control the powers of the Company under the East Indian Railway Companys Act 1895.

As to Accounts.

8. Notwithstanding Clause 2 of the Debenture Contract and clause 2 of the Debenture Stock Contract all accounts subsequent to the accounts for the half-year ending on the 31st of December 1899 kept in England and incorporated in the accounts of the Company in India shall for the purpose of such incorporation be converted into rupees at the prescribed rate of exchange instead of at the rate mentioned in Clause 25 to the principal Contract.

9. The prescribed rate of exchange shall be as follows:—The average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the half-year ending either on the 30th day of June or the 31st day of December next preceding the half-year in respect of which the conversion is required to be made in the accounts and so that if the conversion is to be made in the accounts of the first six calendar months of the then current calendar year the half-year shall end on the 31st day of December and if it is to be made in the accounts of the last six calendar months of the then current calendar year the half-year shall end on the 30th day of June Provided that if and as often as the Secretary of State shall not have drawn bills on India payable on demand for so much as three calendar months out of any particular half-year ending on a 30th day of June or 31st day of December then any conversion of sterling money into rupees which would or might under this section but for this provision be made at the average rate obtained by the Secretary of State for bills payable on demand drawn on India during that half-year shall be made at the average rate obtained during that half-year for the best commercial bills payable on demand drawn in London on India such average rate to be decided by the Comptroller General at Calcutta.

Cost of Supervision and Control of the Company.

10 In respect of each half-year after the half-year ending the 31st of December 1899 the Company shall pay the Secretary of State a sum in rupees equal to the product of 40 multiplied by the mean mileage of railway worked by the Company during such half-year to cover the costs and charges of and incidental to the supervision and control of the Company by the Secretary of State and such sum shall be included in the working expenses of the undertaking instead of the sum in that behalf mentioned in sub-clause 6 of Clause 35 of the principal Contract.

The Application of the Surplus Receipts of the Undertaking.

11. The surplus if any of the receipts of the undertaking mentioned in Sub-clause 7 of Clause 36 of the principal Contract shall in each half-year after the half-year ending on the 31st of December 1899 be applied in manner following that is to say if such surplus does not exceed 25 lacs of rupees four-fifths thereof shall belong to the Secretary of State on behalf of the Government of India and one-fifth thereof shall belong to the Company and if such surplus does exceed 25 lacs of rupees the sum of 25 lacs of rupees part of such surplus shall be divided between and belong to the Secretary of State on behalf of the Government of India and the Company in the proportion of four-fifths and one-fifth respectively and of the remainder of such surplus fourteen-fifteenths thereof shall belong to the Secretary of State on behalf of the Government of India and

one-fifteenth thereof shall belong to the Company and the share of the Company in such surplus shall be dealt with in the manner provided by the principal Contract.

As to Running Powers and other Facilities and Accommodation for other Railway Companies.

12. The following clauses shall henceforth be substituted for Clauses 37, 38, 41 and 42 of the principal Contract that is to say:—

The Secretary of State may from time to time when he shall be of opinion that it is desirable so to do for the public convenience require the Company to enter into and on the request of the Company will assist them in entering into agreements upon reasonable terms as to payments and under reasonable conditions and restrictions with the administrations of any other railway or railways having junctions with the undertaking for the following purposes or any of them:—

(*a*) For allowing the use of the railways or any parts of the railways respectively worked by them such railways being of the same gauge for the passage of one another's engines and trains.

(*b*) For the supply to one another of any rolling-stock which shall not be required for their own purposes respectively.

(*c*) For the interchange of traffic and rolling-stock and the settlement and apportionment of through rates and charges for interchanged traffic.

(*d*) For additions or alterations to or for the re-distribution of existing accommodation in junctions or other stations and their appliances in view to their convenient use for the accommodation of one another's traffic rolling-stock or working staff.

As to Acts of the Indian Legislature.

13. The following clause shall henceforth be substituted for Clause 56 of the principal Contract that is to say:—

No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudical effect upon the undertaking or any part thereof or the profits thereof of any Act of the Indian Legislature for the time being in force and the Company and the undertaking and its equipment shall be subject to the provisions of every such Act.

Mussoorie Hill Schools.

14. The Mussoorie Hill Schools which are the property of the Secretary of State shall during the continuance of the principal Contract be managed by the Company as part of the undertaking upon such terms and conditions as may from time to time be prescribed by the Government of India.

Duration of Contract.

15. The Secretary of State agrees that he will not and the Company so far as it can bind itself in this behalf agrees that it will not determine the principal Contract before the 31st of December 1919.

APPENDIX O.

This Indenture made the 6th day of December 1899 BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part and THE ASSAM-BENGAL RAILWAY COMPANY LIMITED of the other part and supplemental to an Indenture* made the 26th day of April 1892 between the same parties with reference to the construction maintenance management and working of certain railways in India.

Whereas the lines of railway and branch lines mentioned in Clause 4 of the said Indenture* of the 26th April 1892 (which were to be open for traffic on the 1st July 1898) are for the purposes of construction divided into the sections following:—

(*a*) *Section* 1 consisting of a line from Chittagong *viâ* Laksam to Badarpur with branches from Laksam to Chandpur and from Badarpur to Silchar.

(*b*) *Section* 2 consisting of a line from Badarpur to Lumding.

(*c*) *Section* 3 consisting of a line from Lumding to a point at or near Makum Junction Station on the Dibru-Sadiya Railway with a branch line from Lumding to Gauhati.

NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follows:—

1. Clause 4 of the said Indenture* of the 26th April 1892 shall be read and construed as if the several dates hereafter mentioned for the construction and opening of the said 3 *Sections* respectively (as hereinbefore defined) had been substituted for the date therein mentioned for the construction and opening of the said lines of railway and branch lines that is to say:—

As to Section 1 "the 5th day of April 1899" as to Section 2 "the 31st day of December 1902" and as to Section 3 "the 31st day of December 1901."

2. It is expressly agreed and declared that the provisions of this Contract shall not prejudice or affect any of the rights of the Company under the said* Indenture of the 26th April 1892.

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* Printed as Appendix J to Part II of the Administration Report on Indian railways for 1892-93.

APPENDIX P.

Memorandum of* Agreement for the working of the METRE GAUGE LINE OF RAILWAY in the Province of Káthiáwár, known as the JETALSAR-RÁJKOT RAILWAY and extending from Jetalsar to Rajkot over 46·23 miles.

Preamble.

1. WHEREAS under Clause 59 of a Working† an Agreement entered into on the 28th November 1896 between the several Proprietors of the Bhavnágar-Gondal-Junágad-Porbandar Railway, known as the Primal System of Metre Gauge Railways in Káthiáwár, it is competent for the Board of Control of the said Bhavnágar-Gondal-Junágad-Porbandar Railway to undertake, on such terms as may in each case be determined, the working (as feeders to this system) of Branch lines in Káthiáwár having separate proprietary interests, the said Board of Control hereby undertake to work the said Jetalsar-Rájkot Railway on the following terms and conditions :—

Cession of Line for Traffic.

2. From and after the date on which the said Jetalsar-Rájkot Railway has, by constituted authority, been declared open to traffic, and, as hereinafter provided, until the date on which this Agreement may be determined, the entire control of the said Jetalsar-Rájkot Railway shall be continued, and the said railway shall henceforth be worked by the said Board of Control in a manner every way similar to that in which the "Open System" of the Bhavnágar-Gondal-Junágad-Porbandar Railway is worked, due arrangements for the appointment of the Officers and Staff and provision in every other respect being made by the said Board. It is fully understood that this Cession of Control for the purposes of the working of the said line in combination with the general system of Metre Gauge Railways in Káthiáwár in no way militates against the proprietary independence of the said Jetalsar-Rájkot Railway.

Laws, Codes and Traffic Rules.

3. All Acts, Codes, Rules, Fares, Rates, Classification of Goods, etc., in force now, and from time to time made applicable to the Primal System, shall be valid on the said Jetalsar-Rájkot Railway, and the said Board of Control shall be the lawful Board of Administration in respect thereto.

Stability and Equipment of Line.

4. The said Jetalsar-Rájkot Railway shall be properly constructed and of requisite stability; and also completely found in respect of Water-supply, Buildings, Stores and Appliances, Quarters for the Staff, Shops, Running Sheds, Drains, etc., necessary to admit of the due and proper working of the line, and the Board of Control shall be free of all responsibility in respect of the stability and equipment of the line, as existing at the time of assuming control under Clause 2. All defects then existing or subsequently arising, being made good by the Board of Control at the risk and cost of the said Jetalsar-Rájkot Railway after reasonable notice, provided that all defects due to management shall be made good at the cost of the Primal System.

Locomotives and Rolling Stock.

5. The said Jetalsar-Rájkot Railway shall, at the cost of its Proprietors, be properly found in a sufficiency of Locomotive Engines and Rolling Stock with the necessary equipment for the same as may, from time to time, be necessary for the traffic over the said line.

Maintenance.

6. The Board of Control shall arrange, and be responsible, for the Maintenance of Way and Works and Stations on the said Jetalsar-Rájkot Railway.

Funds.

7. The Board of Control shall be responsible for the collection of all Rents and Revenues pertaining to the said Jetalsar-Rájkot Railway, and all such collections shall be held to be hypothecated to the said Board of Control, until the dividend for each half-year has been declared and settlement thereof made. The settlement for the second-half of each year shall be held to be final.

Should funds be, at any time, required for the said Jetalsar-Rájkot Railway on Capital Account, in pursuance of Clause 4 above, the Bankers for the Primal System shall, if desired by the Proprietors, advance the same on the security of the Rents and Revenues due to the said Jetalsar-Rájkot Railway, on such terms as may be arranged between the said Bankers and the said Railway.

Banking and Accounts.

8. The Banking, Method of Accounting, and the submission of Accounts and Returns, connected with the said Jetalsar-Rájkot Railway, shall, in every respect, be the same as arranged for the Integral Railways in the Primal System.

Payments.

9. The Board of Control shall, from the funds in hand belonging to the said Jetalsar-Rájkot Railway, deduct, in payment of expenditure incurred :—

(*a*) A sum equal to 40 per centum of the gross earnings of the Jetalsar-Rájkot Railway, to cover all charges necessary for the proper superintendence, up-keep, and working of the said Jetalsar-Rájkot Railway, except those charges enumerated in (*b*) following.

(*b*) Actual expenditure incurred on the Maintenance of Way and Works and Stations; and Capital charges not met from advances arranged for under Clause 7.

* Sanctioned in Government of India letter No. 771 R. T., dated the 14th August 1899.

† Printed as Appendix Y to Part II of the Administration Report on Indian railways for 1897-98.

Revision of Cost of Working.

10. The deductions, based on gross earnings prescribed in the preceding clause, shall be held subject to a biennial revision.

Terminal Charges.

11. The Terminal charges on *bonâ fide* local traffic over the said Jetalsar-Rájkot Railway shall be credited to the earnings of the same. On traffic between the stations of the said Jetalsar-Rájkot Railway, and those of any other railway, terminal charges shall be divided equally between he forwarding station and the destination station.

Carriage of Mails.

12. The terms for the carriage of mails shall be as already arranged with the Postal Authorities.

Currency.

13. The currency of British India and no other shall be accepted on the said Jetalsar-Rájkot Railway.

Police and Magistracy.

14. Arrangements for law and order shall be made by the Proprietors of the Jetalsar-Rájkot Railway in communication with the Political Agent of Káthiáwár; while watch and ward will be dealt with as a traffic arrangement, and the cost met from the payment for general working expenses.

Extensions.

15 Any extension of the said Jetalsar-Rájkot Railway, beyond the limits mentioned in the opening paragraph above, shall, on receipt by the Board of Control of one month's previous notice, be worked in the same manner as under this Agreement provided.

Arbitration.

16. Any question of dispute which may at any time arise in carrying out this Agreement, or in meeting any new points connected therewith, shall be settled by Arbitration, the Board of Control and the Proprietors of the Jetalsar-Rájkot Railway each appointing an Arbitrator, and the Consulting Engineer to Government or an Officer from his Department, with the permission of Government, being Umpire.

Period of Agreement.

17. This Agreement shall hold good so long as the Working Agreement of the Bhavnágar-Gondal-Junágad-Porbandar Railway, dated 28th November 1896, alluded to in the opening paragraph above, is extant.

APPENDIX Q.

Heads of Agreement* between the GOVERNMENT OF HIS HIGHNESS THE MAHARAJA SINDHIA, hereinafter called His Highness' Government, and the BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANY, hereinafter styled the Company, for the use of Nagda station, for the working of the Nagda-Ujjain Railway, from the east distant signal at Nagda to the point of entry on Rajputana-Malwa Railway land at the west end of the Sipra bridge, and for the joint use of the line from the point of entry on Rajputana-Malwa Railway land to the west distant signal at Ujjain, excluding the Sipra bridge.

Under the conditions hereinafter recited, the Company agree to work on behalf of His Highness' Government, the Nagda-Ujjain Railway, with effect from the 15th July 1896, on which date the line was opened for public traffic.

The arrangements herein laid down shall be in force from the 15th July 1896, but may, at any time thereafter, be terminated on one year's notice from either party to the Agreement. But such notice shall expire only on either the 30th June or the 31st December in any year.

2. The said Company shall have the entire control of the train and traffic arrangements of the Nagda-Ujjain Railway during the continuance of this Agreement.

3. All communications between His Highness' Government and the Company under this Agreement shall pass through the Agent to the Governor-General in Central India and the Consulting Engineer for Railways to the Government of Bombay, who shall, for the purposes of this Agreement, undertake the same general duties with respect to the Nagda-Ujjain Railway as are entrusted to him with respect to the railways under the control of the Bombay Government, and take the orders of Government when necessary.

4. The Company shall be subject in all respects, with reference to the Nagda-Ujjain Railway, to the same control by the Bombay Government as they are with regard to their own line.

5 (*a*). The Nagda-Ujjain Railway, including stations, station buildings, station machinery, sheets, plant, sidings, furniture, weighing machines, dwellings for staff, level-crossings, signals, signal lamps, cash safes, engine and repairing sheds, provision for water-supply and all other necessary appliances for working the line, and including also such works as are required at Nagda and Ujjain for the sole use of the Nagda-Ujjain Railway, shall be provided by, or at the cost of, His Highness' Government, and such alterations and additions thereto, as may from time to time be found necessary, shall be carried out by the Company at the cost of His Highness' Government, and charged to the Capital Account of the line.

(*b*). Funds to cover the cost of all works payable by His Highness' Government must be deposited in advance on the application of the Company.

(*c*). Funds for the construction of all works used in common at Nadga and Ujjain shall be found by the Bombay, Baroda and Central India Railway as workers of the Godhra-Rutlam-Nagda and Rajputana-Malwa Railways in the same way as funds for the latter railways are provided.

(*d*). His Highness' Government will provide funds for works dismantled and abandoned at Nagda or Ujjain of the cost of which a share or the whole falls to be borne by His Highness' Government.

(*e*). His Highness' Government will not hereby acquire any right of property within the premises of the Godhra-Rutlam-Nagda and Rajputana-Malwa Railways at Nagda and Ujjain, respectively.

6. The whole of the engines, carriages, wagons and other appliances for the equipment of trains and vehicles shall be provided by the Company.

Charges for maintenance and working.

7. As regards ordinary maintenance of way and works, including the repairs of bridges, stations and buildings, conservancy of rivers and all other works ordinarily constructed or rapaired by the Engineering Department (but excluding the cost of repairs due to such visitations as extraordinary floods or earthquakes), and as regards the expenses incurred in working the whole line in other Departments, the Company shall charge to His Highness' Government the same percentage of the gross earnings as may be incurred in these Departments of the half-year in question on the whole broad gauge system worked by the Company, and these charges shall be held to include supervision and the use of rolling stock.

8. From the amounts thus apportioned chargeable as working expenses, the Company shall defray all the working charges and pay the salaries of the Staff (including Junction Staff) and provide stationery, tickets, coal, oil, grease, current consumable stores and all other necessary materials for the proper and efficient working of the Nagda-Ujjain Railway.

Charges for maintenence of joint works.

9 (*a*). The interest and maintenance charges at the rate of 6½ per cent. per annum for structures, and 9 per cent. per annum for ballast and permanent way upon the expenditure on joint works at Nagda (*vide* Schedule I) shall be divided between the Godhra-Rutlam-Nagda Railway and the Nagda-Ujjain Railway in proportion to the weight of traffic of each line dealt with at Nagda. Of the share debitable to the Nagda-Ujjain Railway, so much as represents interest on cost of works, etc., at 4 per cent. per annum

* Sanctioned in Government of India letter No. 1251 R.T., dated the 16th December 1899.

shall be paid by His Highness' Government to the Company in addition to the percentage for working under Clause 7, and the balance representing maintenance shall be borne by the Company out of the charge referred to in Clause 7.

(*b*). The interest and maintenance charges at the rate of 6½ per cent. per annum for structures, and 9 per cent. per annum for ballast and permanent-way upon the expenditure on the length of line from where the Nagda-Ujjain line enters upon Rajputana-Malwa Railway land near the Sipra Bridge up to the west end of Ujjain Station (excluding the Sipra Bridge, regarding which other arrangements have been made), *vide* Schedule (II), shall be divided between the Rajputana-Malwa Railway and the Nagda-Ujjain Railway in proportion to the weight of traffic of each line which passes over the section. Of the share debitable to the Nagda-Ujjain Railway, so much as represents interest on cost of works, etc., at 4 per cent. per annum shall be paid by His Highness' Government to the Company in addition to the percentage for working under Clause 7 and the balance representing maintenance shall be borne by the Company out of the charge referred to in Clause 7.

Charges for maintenance of works paid for by Nagda-Ujjain Railway.

(*c*). The interest at the rate of 4 per cent. per annum upon the expenditure on works constructed at Ujjain by the Rajputana-Malwa Railway for the exclusive use of the Nagda-Ujjain Railway (*vide* Schedule III) shall be debited to the Nagda-Ujjain Railway. The Company shall, however, maintain such works at its own cost under Clauses 7 and 8 of this Agreement.

(*d*). The interest and maintenance charges accruing at Ujjain, with the exception of those works mentioned in Schedule III referred to in para. (*c*) of Clause 9 of the Agreement, shall be charged to the Rajputana-Malwa Railway, the Ujjain-Bhopal Railway and the Nagda-Ujjain Railway in accordance with the separate Agreement* for the Ujjain station.

10. The cost of all additional works or such improvements to existing works as may be necessary for the proper working of the line or to meet the growth of traffic, which are properly chargeable to construction account, shall be dealt with as follows :—

(*a*). All works estimated to cost over R1,000 shall be charged to the Capital account of the Nagda-Ujjain Railway and shall be debited direct to His Highness' Government.

(*b*). In the case of works estimated to cost R1,000 or less, a charge to Revenue will be admitted up to the same percentage of gross receipts as obtains for similar expenditure during the same half-year on the Bombay, Baroda and Central India Railway; beyond this limit expenditure on works estimated to cost R1,000 or less shall be charged to the Capital account of the Nagda-Ujjain Railway and shall be debited direct to His Highness' Government.

11. The Company shall be responsible for the collection of all the revenue appertaining to the Nagda-Ujjain Railway, including such rents as may be charged, under the Company's rules, to any of their servants or the servants of His Highness' Government occupying dwelling houses, the property of His Highness' Government, and shall pay the same into the Treasury in the same manner as their own earnings.

12. The Company shall furnish His Highness' Government, through the Agent to the Governor-General in Central India and the Consulting Engineer for Railways to the Government of Bombay, with a weekly return of the approximate earnings of the Nagda-Ujjain Railway, and, at the close of each half-year, with a full account both of receipts and expenditure, under detailed heads to be settled between the Consulting Engineer and the Company.

13. Advances shall be made by the Government Treasury to meet the cost of working the Nagda-Ujjain Railway.

14. The account as between the Bombay Government and His Highness' Government shall be finally adjusted at the close of each half-year, as soon as possible after the Revenue account is rendered, and the balance in favour of or against His Highness' Government shall then be paid over to it or by it, as the case may be.

15 (*a*). In the absence of any special agreement between His Highness' Government and the Company, the fares and rates for coaching, goods and miscellaneous traffic and the classification of goods on the Nagda-Ujjain Railway shall, as far as may be, conform to those generally in force on the Godhra-Rutlam-Nagda Railway.

(*b*). Through rates and fares between stations on the Nagda-Ujjain Railway and stations on the Company's own line or on other lines worked by the Company shall, after apportioning in equal shares any terminal that my be charged at stations of despatch and receipts, be divided in proportion to "mileage."

(*c*). Any terminals levied on traffic from and to the Indian Midland Railway and beyond to and from stations on the Nagda-Ujjain Railway shall be credited in full to the latter railway.

(*d*). Mails and postal officers on duty will be carried at the rates and on the conditions which may be in force from time to time on State Railways.

16. All money transactions under this Agreement as between the Bombay Government, His Highness' Government and the Company shall be in British Government rupees, and the Company are to accept the British currency only in payment of fares and rates.

17. The three saloon carriages presented by the Government of India to His Highness the Maharaja for use on the Indian Midland Railway shall be allowed to run *free of charge* on the Nagda-Ujjain Railway.

18. The Indian Railways Act, and the Standing Regulations of the Company as applicable to the Rajputana-Malwa line, as approved by the Governor-General in Council under the Indian Railways Act, which have been accepted by His Highness' Government, shall apply to the Nagda-Ujjain Railway. The above Act and the Standing Regulations shall, within railway limits on

* Printed as Appendix BB to this Report.

the Nagda-Ujjain Railway, constitute the law in force under which offences and actions affecting the Company or their servants shall be tried.

19. The telegraph line along the Nagda-Ujjain Railway shall be constructed and maintained by the Imperial Telegraph Department on the same terms as regards charges for rent and maintenance as may be from time to time in force in the case of State railways. The Company shall work the line in strict accordance with the rules which have been, or which from time to time may be, authorised by the Governor-General in Council for the adoption and working of licensed railway telegraph lines in British India.

20. Any question of dispute which may arise in carrying out these arrangements shall be settled by arbitration in a manner to be arranged between the Government of Bombay, His Highness' Government and the Company.

21. The foregoing clauses are subject to confirmation* by the Board of Directors of the Company.

SCHEDULE I.

Cost of joint works at Nagda station, interest and maintenance charges on which, at the rates specified below, are to be divided between the Godhra-Rutlam-Nagda Railway and the Nagda-Ujjain Railway in proportion to the weight of traffic of each line dealt with at Nagda, *vide* Clause 9 (*a*) of the Agreement.

Description of works.	Cost.			Total.		
At 9 per cent. per annum.	R	a.	p.	R	a.	p.
Points and crossings	1,725	13	0			
Permanent-way in main line, platform line and 3rd line	23,856	0	0			
Scotch blocks	20	9	0			
Crossing sleepers	674	10	0			
Ballast	900	0	0			
				27,177	0	0
At 6½ per cent. per annum.						
Well 20' diameter	2,517	3	6			
Steam pump with boiler and engine and pumphouse	5,489	13	6			
Piping	4,511	2	0			
Water columns 2	27,90	2	3			
Water tank	5,822	8	9			
Passenger platform	3,030	11	8			
Station building	6,699	15	10			
Station Master's and Deputy Station Master's and Menials quarters.	3,460	3	2			
Pump Driver's quarters	1,178	1	0			
Permanent-way Inspector's Bungalow	5,371	13	4			
Hand pump, frame lift, and force	234	0	0			
Goods platform, kutcha	135	0	0			
Latrine	394	5	3			
Ticket counter	100	0	0			
Name boards	100	0	0			
Roads approach to Station buildings	100	0	0			
Quarters for Police	1,866	0	0			
Weighing Machine	232	3	0			
Ashpit	2,308	1	6			
Station and Office furniture	819	3	0			
Electric telegraph	256	0	1			
Fencing Station yard	1,835	9	5			
				49,252	1	3
TOTAL	...			76,429	1	3

SCHEDULE II.

Cost of joint works in use between the Rajputana-Malwa Railway and the Nagda-Ujjain Railway from the point of entry on Rajputana-Malwa Railway land to the west distant signal at Ujjain (excluding the Sipra Bridge), interest and maintenance charges on which, at the rates specified below, are to be divided between the Rajputana-Malwa Railway and the Nagda-Ujjain

* Confirmed by the Board of Directors of the Bombay, Baroda and Central India Railway in letter No. 391, dated the 30th March 1900.

Railway in proportion to the weight of traffic of each line which passes over the section, *vide* Clause 9 (*b*) of the Agreement.

Description of works.	Cost.	Total.	
	R	R	
At 9 per cent. per annum.			
Original works.			
Ballast	6,447		
New works.			
Ballast and permanent-way	20,188	26,635	
At 6½ per cent. per annum.			
Original works.			
Earthwork	55,922		
Minor Bridges	394		
Level crossings	2,164		
Fencing	6,716		
New works.			
Sipra North distant signal	262		
New cabin for interlocking arrangements	2,614		
Interlocking apparatus	1,804		
Quarters for Sipra Bridge watchmen and sentry boxes	364	...	Sentry boxes not yet provided.
Two armed distant signal with lamps and spectacles	1,155		
Signalling hut	1,752	73,147	
TOTAL	...	99,782	

SCHEDULE III.

Cost of works constructed at Ujjain by Rajputana-Malwa Railway for the exclusive use of the Nagda-Ujjain Railway, interest charges on which, at the rates specified below, are to be apportioned between the Bombay, Baroda and Central India Railway and the Nagda-Ujjain Railway, in the manner laid down in Clause 9 (*c*) of the Agreement.

Particulars.	Cost of works.		
	Estimated.	Actual.	
	R	R	
*** At 4 per cent. per annum.**			
Carriage and Wagon Stores Office	1,822	1,607	
Six units quarters for running room for native guards	2,100	1,892	
Two additional units for running room for native guards	1,241	...	Not yet done.
Eight units Locomotive menials' quarters	1,914	1,329	
	7,077	4,828	
Add supervision at 10 %	707	483	
TOTAL	7,784	5,311	

N.B.—Works between the south distant signal and south new advance points are joint, and have been dealt with in the Schedules for joint works for the Rajputana-Malwa Railway, Nagda-Ujjain Railway and Ujjain-Bhopal Railway.

* NOTE.—In addition to this 4 per cent. the Bombay, Baroda and Central India Railway will pay the Rajputana-Malwa Railway 2½ per cent for maintenance of the buildings.

APPENDIX R.

Memorandum of Agreement between the BENGAL CENTRAL RAILWAY COMPANY (hereinafter called the BENGAL CENTRAL RAILWAY) and the EASTERN BENGAL STATE RAILWAY (hereinafter called the EASTERN BENGAL STATE RAILWAY) for the interchange of traffic at RANAGHAT AND DUM-DUM JUNCTION, and for the use in common by both railways of the EASTERN BENGAL STATE RAILWAY'S EXISTING STATIONS AT RANAGHAT AND DUM-DUM JUNCTION; also for additions and alterations which may be required thereat, from time to time, for the traffic of both railways, as well as for the maintenance and renewal of the joint station and the working of the traffic of the two railways at those stations.

CLAUSE 1.

Term of Agreement.

Unless where otherwise specially provided, this Agreement shall come into force from the 1st January 1897, and shall continue until the expiration of not less than six months' notice, which may be given by either railway at any time, but which is to expire only on the thirtieth of June or the thirty-first of December in any year.

CLAUSE 2.

Definition of terms.

Unless there is something contrary or repugnant in the context, the following terms are throughout this Agreement, to bear the meaning and interpretation named below, namely :—

I.—Stations, traffic, vehicles, rates, fares, etc., of the Bengal Central and Eastern Bengal State Railways, respectively, mean and include the stations, traffic, vehicles, rates, fares, etc., of other railways* with which the Bengal Central and Eastern Bengal State Railways may respectively have through traffic arrangements from time to time.

II.—Eastern Bengal State Railway local traffic means all traffic booked or invoiced between Dum-Dum Junction or Ranaghat Junction stations and any station and *viâ* any station on the Eastern Bengal State Railway.

III.—Bengal Central Railway local traffic means all traffic booked or invoiced between Dum-Dum Junction or Ranaghat Junction station and any station and *viâ* any station of the Bengal Central Railway.

IV.—Interchanged traffic means all traffic booked or invoiced through between any station and *viâ* any station other than Dum-Dum Junction or Ranaghat of the Eastern Bengal State Railway, and any station and *viâ* any station other than Dum-Dum Junction or Ranaghat of the Bengal Central Railway. †

V.—Eastern Bengal State Railway through traffic means all traffic of the Eastern Bengal State Railway between places on the Eastern Bengal State Railway on either side of Dum-Dum Junction or Ranaghat Junction station, including East Indian Railway traffic run over the Eastern Bengal State Railway and Bengal Central Railway coaching traffic run over the Eastern Bengal State Railway under the Running Powers Agreements.

VI.—The joint station staff means all staff of all kinds employed in working traffic through and in and out of the joint stations, and includes Goods and Coaching Clerks, Telegraph Signallers (if the Telegraph Office is joint), Police, Pointsmen, Shunters, menials and all other staff employed in receiving and despatching and dealing with trains and traffic of all kinds.

VII.—Running staff means and includes Drivers, Firemen, Guards, Brakesmen and all other staff that may be employed, from time to time, in the actual working of trains.

VIII.—Trains mean and include Engines, whether with or without brake-vans or other vehicles.

IX.—Traffic receipts mean and include the receipts for all Coaching and Goods traffic, and all other earnings at the joint station. In the case of telegrams sent from Dum-Dum and Ranaghat to and *viâ* the Bengal Central Railway stations, the receipts will be paid to the Bengal Central Railway; and the receipts for telegrams to and *viâ* Eastern Bengal State Railway stations will be paid to the Eastern Bengal State Railway. As regards telegrams between other stations on the two Railways sent by the public, the station of origin will retain all charges.

* Both Railways will book traffic to and from either line through in conjunction with all steamer services with which they have through booking arrangements.

† Downward Coaching traffic between Stations on the Bengal Central Railway and Stations south of Calcutta shall be considered as interchanged at Calcutta, and the Bengal Central Railway shall retain all fares and freights between Bengal Central Railway Stations and Calcutta. Similarly such upward Coaching traffic shall be considered interchanged at Dum-Dum Junction and the Eastern Bengal State Railway shall retain all fares and freights between Calcutta and this Station.

X.—The joint station expenses mean all the expenses which the Eastern Bengal State Railway may incur in working the station, including the provision of stationery, forms, etc., required for joint purposes, the cost of lighting the station and lighting the signals, the cost of cleaning and conservancy, the cost of shunting, rent and maintenance of telegraph instruments and batteries and other charges of the Government Telegraph Department (if the Telegraph Office is joint) in connection with the telegraph within joint station limits and all other expenses of all sorts, incidental to or connected with the proper working of the station, whether referred to in this agreement or not and also interest on the Capital cost of the joint station premises. The balances due to the Eastern Bengal State Railway on joint station accounts shall be paid within a fortnight of submission. The Examiner of Accounts, Eastern Bengal State Railway, will submit a bill two months after the close of each half-year accompanied by a statement giving full details of the manner in which the charges are arrived at. The cost of transhipping goods and parcels at the junctions shall be divided equally between the Eastern Bengal State Railway and the Bengal Central Railway.

The cost of loading, unloading, transhipping and otherwise handling goods by a staff specially employed and paid for this work to be excluded from the joint account and to be divided between the two Railways according to the actual work done for each Railway.

XI.—The maund is considered, for all the purposes of this Agreement, as consisting of 82·29 pounds, and the ton as consisting of 27·22 maunds. Except in the case of the interchange of stock under the Conference Rules when the ton is to be taken as 27 maunds.

CLAUSE 3.

Joint station construction, maintenance, rent, provisions of permanent way, etc., etc.

I.—The Eastern Bengal State and Bengal Central Railways' existing works and premises to be used in common for joint purposes, by both railways, shall be those which are mentioned in schedules I and II, attached to this Agreement.

II.—The Eastern Bengal State Railway and Bengal Central Railway shall, from time to time, provide the amount chargeable to Capital which is required to be expended, upon additions and alterations (for joint use of the two railways) of the existing premises as they are defined in the schedule referred to in para. one of this clause, and upon new premises or works, which may have to be provided for joint use, within the limits of the joint station.

All such new works and additions, and alterations shall be executed by the Eastern Bengal State and Bengal Central Railways, upon plans and estimates, which shall be agreed to by both railways before the work is commenced.

III.—An annual rent at the rate of six and-a-half per cent. shall be charged by the Eastern Bengal State and Bengal Central Railways to the joint station expenses account upon the expenditures shown in the schedule I, and an annual rent of nine per cent. upon that shown in schedule II, referred to in para. one of this clause, and upon the cost of alterations, and additions, rentals to cover all and of new works to be provided under the provisions of para. 2 of this clause. These annual charges for interest and maintenance of structures and renewals and Permanent-way, respectively. No charge shall be made to the joint account in respect of renewal of furniture or working plant included in schedule I other than the above percentage.

IV.—Any expenditure on minor works which may be required from time to time for joint use of both railways and upon minor additions and alterations of existing premises which is chargeable to Revenue under the rules in force from time to time on the Eastern Bengal State Railway and which may have been jointly agreed upon by the joint users of the junction station shall be debited to joint station expenses.

V.—Within its own boundary each railway will provide and maintain, at its own cost all such accommodation as may be required for its own exclusive use, and each railway will provide its own Permanent Way and Signals. Within the boundary of the Eastern Bengal State and Bengal Central Railways, the Eastern Bengal State and Bengal Central Railways respectively shall provide all accommodation and structures of all descriptions, and the Bengal Central and Eastern Bengal State Railways shall pay the whole of the rent as specified in clause 3, para. III, on the accommodation and structures exclusively used by them, as mentioned in schedule III, attached to this Agreement and on any such accommodation and structures as may hereafter be provided.

CLAUSE 4.

Compensation for expenditure on joint station works.

Upon the termination of this Agreement, or in the event of works provided under this Agreement being no longer required by either railway for joint purposes the amount of compensation to be paid by either railway, to the other railway for expenditure incurred, shall be determined by mutual agreement or, if necessary, by arbitration, as provided for herein. Each Railway will on the termination of this agreement take over and pay for the works provided for its exclusive use.

CLAUSE 5.

Joint station limits.

The distant signals on the Eastern Bengal State Railway on each side of the station and the distant signal on the Bengal Central Railway shall be considered and accepted as the limits of the joint stations, and all signals within

the joint station, as well as the distant signals, shall be worked by the Eastern Bengal State Railway.

CLAUSE 6.

Joint station staff.

I. (*a*)—The staff for working the joint station shall be appointed and controlled by the Eastern Bengal State Railway, and charged to the joint station expenses account.

(*b*)—The monthly cost of the permanent staff shall be from time to time agreed on between the two Railways and embodied in a Schedule called "Joint Staff," and signed by the Heads of the Traffic Departments of the two Railways, within which limits the Eastern Bengal State Railway has power to adjust the expenditure, as necessary. But this provision does not include the subordinate station staff at less than R20 per mensem, which staff is to be employed by the Eastern Bengal State Railway on joint station account as may be necessary from time to time.

(*c*)—In the event of the traffic necessitating immediate increase of the staff above the expenditure of the fixed Schedule, the Traffic Superintendent of the Eastern Bengal State Railway may make provisional arrangements subject to the subsequent approval of the Bengal Central Railway.

II.—The whole of the staff of the Bengal Central Railway while within the limits of the joint station premises and sidings used for traffic purposes, shall obey and be bound by all the Rules and Regulations, and also all instructions which may be, from time to time, in force, or which may be issued by the authorities of the Eastern Bengal State Railway, who shall have the same rights and control over the staff of the Bengal Central Railway while within the limits of the Dum-Dum Junction or Ranaghat stations as if they were the staff of the Eastern Bengal State Railway itself. But instructions on matters of detail in connection with trains and traffic of the Bengal Central Railway may be given direct by the Assistant Traffic Superintendent of that railway to the Station Master at the junction stations.

III.—The joint station staff will deal with all through traffic, and also all local traffic of both railways if conducted within the limits of the joint station; and the traffic of the two railways shall be dealt with in the same manner as if it belonged to one only, no preference being given to that of either Railway.

CLAUSE 7.

Accidents and losses.

All damage or accidents in which the stock of both Railways is concerned and which may be caused by the joint station staff to the stock of the two Railways or to their trains and traffic within the limits of the joint station and all damages and losses other than the foregoing however they may arise which either Railway may sustain or be put to in consequence of the acts of the station staff within the limits of the joint station shall be charged to the joint station expenses account.

II.—Each railway shall be responsible for damage or accidents caused by its own running staff within the limits of the joint station.

III.—Notice of all accidents, damages, losses, etc., which may occur within the limits of the joint station shall be sent, in accordance with the rules in force for reporting accidents on the Eastern Bengal State Railway, from time to time, to the officers of both railways immediately such accidents, loss, etc., occur.

CLAUSE 8.

Through booking of traffic.

Coaching and goods traffic of every kind shall be freely interchanged between the two railways, with such special restrictions as may be, from time to time, agreed to by the Heads of the Traffic Departments of both railways, and subject to the following conditions, namely:—

(*a*) All packages of less than fourteen seers in weight shall be booked through as parcels.
(*b*) The minimum charge upon goods traffic booked through shall be eight annas.
(*c*) No less charge than two annas shall be made upon parcels traffic booked through.
(*d*) The minimum charge for goods, parcels, dogs, etc., shall be divided in mileage proportion except where otherwise specially agreed upon.
(*e*) In the case of parcels traffic when the sum of the charges at the local rates over each line separately, is more than the through charge at the higher rate, the latter shall be adopted and apportionment made in Audit in the ratio of distance the parcel is carried over each line subject to Sub-clause *d*.

CLAUSE 9.

Through rates and fares.

I.—Each railway shall supply the other, from time to time, with the rates and fares for interchanged traffic between Dum-Dum Junction and Ranaghat and their respective stations. Unless where otherwise specially provided, the through rates and fares shall be, in all cases, the sum of the rates and fares of each railway to and from Dum-Dum and Ranaghat Junctions as may be so advised, and shall include terminals, and cartage (if and when that is performed) of both railways. No terminal or transhipment charge to be levied by either railway at Dum-Dum Junction and Ranaghat Junction, on interchanged traffic, that is, not more than one terminal will be included in each railway's rate list supplied for the purpose of through booking. No terminal to be levied by the Eastern Bengal State Railway on cross traffic to or from the Calcutta Port Trust Railway or the East Indian and connected Railways.

II.—No alteration of rates or fares or classification affecting the interchanged traffic shall be made by either railway without notice in writing to the other in accordance with the ruling

contained in Regulations 31 & 32 of the proceedings of the Conference of 1893, subject to modification of the ruling by a subsequent Conference; and such notices shall be given so as to come into force only on the first day of a month, and only by the Head of the Traffic Department of one railway to the Head of the Traffic Department of the other.

III.—Each railway shall supply to the joint station staff, from time to time, its rates and fares and charges for local traffic to and from the joint station.

CLAUSE 10.

Collection of through and local charges.

I.—Each Railway shall be responsible for collecting and paying over to the other all the charges which may be payable upon interchanged traffic.

II.—The receiving station shall check the invoices and parcels way-bills and be responsible for collecting any amounts that may be undercharged, whether booked "Paid" or "To Pay," with the following exceptions, which must be collected in full by the sending Railway, namely :—

(a) Charges on live-stock of every description.
(b) Charges on all articles, goods or parcels which, according to the rules of the forwarding Railway, are required to be prepaid.
(c) Charges on Commissariat Ordnance, Medical or other Government stores which are booked on credit note, or which may be prepaid.
(d) Passenger fares, charges on passengers' luggage, specie and palanquins, and on carriages, and charges for insurance.
(e) Charges on all articles booked and carried in charge of the owner.
(f) All errors under one rupee in freight paid by credit notes other than those referred to in exception (c) and all undercharges on specie.

III.—The receiving station shall not reduce the weight of articles or the charges below what is mentioned on the invoice or way-bills, without the consent of the forwarding Railway, but errors in classification, or rate or calculation may be corrected.

IV.—The joint station staff shall collect all the fares, rates, and charges of both Railways due on local traffic to and from the joint station, and these charges, etc., shall be paid to each Railway in such manner, as may be arranged, from time to time, between the authorities of the two Railways.

CLAUSE 11.

Compensation.

I.—Claims for compensation, not arising from any act or negligence of the joint station staff, shall be settled and paid by the Railway in whose custody the loss or damage occurred.

II.—When the responsibility for loss or damage cannot be satisfactorily determined under Conference Regulation 35 of 1893, the claim may be debited to the joint station expense account, or divided in mileage proportion by mutual consent of the Heads of the Traffic Departments of the two Railways.

III.—All damages or deficiencies in parcels or goods traffic shall be brought to the notice of the authorities of the two Railways, as soon as they are discovered, in such manner as may be agreed upon by the Heads of the Traffic Departments from time to time.

IV.—Specific recoveries from the joint staff shall be credited to the claims on account of which they may be made.

V.—But in the case of traffic to and from Stations on the Port Commissioners' Railway the above four sections would be subject to the agreement between the Commissioners for the Port of Calcutta and the Eastern Bengal State Railway.

CLAUSE 12.

Telegrams.

Telegrams relating to the Joint business of the two Railways shall be interchanged free between the two Railways.

CLAUSE 13.

Division of receipts.

I.—The division of the receipts on interchanged traffic as defined in clause 2 IV shall be carried out weekly, by the Audit offices of the two Railways, without reference to the end of a month, except that when the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered, one for the period commencing from the first day of the last week to the end of the month and another from the first day of the next month up to and including the second Saturday of that month.

II.—The weekly accounts shall be made up to, and shall include, the Saturday in each week, and settlement shall be made monthly on accounts which shall be closed on the last Saturday of each month, except as provided for in para. one of this clause, and each Railway shall have in division, its own rates and fares, except in the case of minimum charges, which shall be divided as provided in para. (d) of clause eight of this Agreement, on the understanding that all accounts shall be accepted as rendered, and that errors, which may be afterwards brought to notice, shall be adjusted in subsequent accounts.

III.—Each Railway shall account for all inward interchanged traffic within six weeks from the date the invoices pass the junction.

CLAUSE 14.

Tickets, returns, inspection of accounts, etc.

I. Each Railway shall provide the tickets, forms, etc., required for its own traffic at the joint station.

II.—The Dum-Dum Junction and Ranaghat station books shall be kept by the joint staff, but all such books and all through goods, and all Joint station premises and works shall be at all times open to inspection by an authorized official of either Railway.

CLAUSE 15.

Watering and greasing and oiling rolling stock.

I. Each Railway shall make its own arrangements for watering its own engines and also for greasing and oiling and examining and repairing its own engines and other rolling stock at the joint stations.

II. Each Railway shall also supply lamps, oil, wicks, etc., for lighting its own trains, the work of lighting the vehicles being done however by the joint staff.

III. Each Railway respectively may provide and maintain its own Telegraph instruments and staff for working the Telegraph at Dum-Dum and Ranaghat Junctions, and may do all its own train signalling and other signalling work, under arrangements to be settled by the Heads of the Traffic Departments of the two Railways.

CLAUSE 16.

Lost and unclaimed property, rents, etc.

All sums which may be realized by the sale of lost and unclaimed and damaged property; for rent of refreshment rooms; for licenses for the sale of fruit, sweetmeats, etc.; for the sale of manure; and all other incidental receipts at the joint stations, shall be credited to the joint station expenses account.

CLAUSE 17.

Division of joint station expenses.

The amount to be paid in respect of the Eastern Bengal State Railway through traffic (as defined in para. V of Clause 2 of this Agreement), with which the Bengal Central Railway is not concerned, is defined in the note to Schedule A attached hereto, and shall be paid by the Eastern Bengal State Railway. The remainder of the joint station expenses shall be apportioned equally between the Eastern Bengal State and Bengal Central Railways.

CLAUSE 18.

Adoption of rules of Railway Conference of 1893.

I. The rules for the interchange of traffic and rolling stock between Railways, as adopted at the Railway Conference of 1893, shall be adhered to, subject to any modifications which may be agreed to at any subsequent Conference, or which may be adopted on a reference through the Director of Railway Traffic in accordance with the rules of procedure, or by mutual consent.

II. No rolling stock which does not conform to the standard dimensions prescribed by the Government of India shall be tendered for interchange unless the formal sanction of the Government of India has been obtained to the use of each pattern of vehicle infringing such dimensions on the lines over which it is booked to run.

CLAUSE 19.

Damageable goods in open trucks.

I. **Goods loaded in open trucks.**—No goods damageable by fire or water shall be allowed to leave the line of the owning Railway in open wagons except under special arrangement, subject to the provisions of Conference Rule.

II. When open trucks laden with damageable goods are accepted, the receiving Railway shall become liable for subsequent damage, provided the goods are handed over under a written description implying that they are damageable by fire, water or atmospheric causes.

Transhipment of Goods.

III. All transhipped goods and parcels at Dum-Dum Junction and Ranaghat shall be checked by and the work performed by the Eastern Bengal State Railway, the cost being divided as provided in Clause 2 X. But if one Railway orders transhipment of wagons loaded with over 81 maunds for its own purposes, that Railway shall pay the cost, and if the stock of one Railway is rejected by the other Railway as not conforming to the standards as to dimensions, tare, etc., prescribed by the Government of India, the cost of transhipment shall be borne by the railway whose stock is rejected. Provided always that no stock of either railway, the construction capacity and gross wheel weight of which is in accordance with Government regulations, shall be rejected by the other railway, unless it be badly loaded, damaged, or from any other cause it becomes necessary to tranship its contents in accordance with Conference rules.

CLAUSE 20.

Number-taker's duties.

Number-takers.—A number-taker shall note the arrival and departure of every train passing the Junction and enter in writing in his books the number and description of every vehicle arriving at and leaving the station, giving trains and dates, and distinguishing in goods traffic empty from loaded and covered from open

vehicles, and furnishing the necessary returns for both Railways, such number-taker or takers to be joint servants of both Railways, and to work under instructions approved by the Heads of the Traffic Departments of both Railways.

CLAUSE 21.

Acceptance of statements.

1. Each Railway shall accept the statements of the other Railway with respect to the loads of wagons, unless the number-takers at the Junction notice and record that the loads have been interfered with, when the actual contents and their condition must be ascertained and recorded by a responsible officer of the joint staff, failing which the sending Railway's statement shall be accepted.

Shunting charges.

2.—Each Railway shall do its own shunting, but should either of the two Railways require the services of a shunting engine belonging to the other Railway, payment shall be made to the owning Railway at the following rates:—

Each passenger and mail train one-half of an hour.
Each mixed and goods train one hour.

For general shunting, a charge will be made at the rate of 5 miles per hour at an average cost per train mile for Locomotive expenses, calculated on the actual expenses shown in the Eastern Bengal State Railway Revenue Account for the previous half year, plus 5 per cent. thereon to cover interest on the cost of Locomotive Stock used.

CLAUSE 22.

Notice of restriction of traffic.

If at any time either line should find itself unable, either from want of vehicle stock or from engine power, or from any other cause to receive and forward all the traffic tendered or likely to be tendered by the other line, it shall be competent for the receiving line to give notice (of not less than 7 days) to the other line of the maximum quantity it will be prepared to receive and forward, and of the period during which the restriction will be necessary, and during such period the said Railway shall not be bound to receive more than the quantity so specified. It is however to be understood that the traffic of both Railways is to be afforded equal facilities with regard to entrance to Calcutta.

CLAUSE 23.

Arbitration.

In case of any difference of opinion between the two railways as to the construction of any part of this Agreement, or as to its application to any particular case, either railway shall be entitled to call for an arbitration to be conducted in the usual way, each railway nominating its own Arbitrator, and should Arbitrators so appointed fail to agree, they, that is the arbitrators, shall nominate an Umpire. The decision of the Arbitrators or their Umpire shall be final and binding upon both Railways, in regard to the matter or matters which may be referred to them or him. But if either of the two Railways shall fail to nominate an Arbitrator within eight weeks after notice to call for an arbitration has been given to it by the other Railway, such other Railway may nominate its own Arbitrator, and, in such case, the decision of the one Arbitrator so appointed shall be binding upon both Railways.

CLAUSE 24.

This Agreement is to be subject to the sanction of the Board of Directors and the Government of India* as regards the Bengal Central Railway,† and to the sanction of the Government of India as regards the Eastern Bengal State Railway.

* Confirmed in Government of India letter No. 639 R. T., dated the 4th July 1899.
† Approved by the Board of Directors of the Bengal Central Railway in letter No. 12, dated the 12th May 1899.

Note "A" to the Schedules referred to in Clause 17.

I. The present cost of staff at Sodepore Station, R203 per mensem, is to be deducted from the joint station expenses at Dum-Dum Junction and Ranaghat Junction, respectively.

II. The interest on cost of the Eastern Bengal State Railway permanent-way (rails and sleepers), not station machinery, on the Eastern Bengal State Railway main line and sidings at Dum-Dum and Ranaghat to be excluded in calculating joint station expenses.

III. The whole of the existing Eastern Bengal State Railway staff quarters at Dum-Dum and Ranaghat for the Traffic Station staff to be also excluded.

IV. The balance of expenditure on the portions jointly used to be divided half and half.

V. The portions of the yards and lines jointly used by both railways are defined as follows :—

At Dum-Dum Junction, from the covering points of the Bengal Central Railway to the starting signal on the down Eastern Bengal State Railway platform, excluding the up line.

At Ranaghat Junction, from the covering points of the Bengal Central Railway to both the junction points on the down line, excluding the Bengal Central Railway locomotive lines and appliances.

SCHEDULE I.

Cost of joint works at Dum-Dum Junction and Ranaghat Junction provided by the Bengal Central Railway, the interest and maintenance charges on which are debitable to the Bengal Central Railway and the Estern Bengal State Railway in accordance with clause 17 and note "A" attached hereto :—

PARTICULARS.	Capital cost.	Rate of interest chargeable.	Half yearly charge.		
	R		R	a.	p.
(a) Works at Dum-Dum Junction—					
Earthwork and piling	50,000	6½ %	1,625	0	0
20 ft. girder bridge	8,000	"	260	0	0
6 ft. arched culvert	7,000	"	227	8	0
Fencing	2,200	"	71	8	0
Signals, including main and disc	1,200	"	39	0	0
Points lodge, etc.	150	"	4	14	0
Points and crossings	1,700	"	55	4	0
(b) Works at Ranaghat—					
Earthwork	1,500	"	48	12	0
Fencing	900	"	29	4	0
Platform	2,500	"	81	4	0
Pointsmen's lodges (2)	800	"	26	0	0
Signals, disc (3)	450	"	14	10	0
Points and crossings	3,000	"	97	8	0
TOTAL	79,400	6½ %	2,580	8	0

Cost of joint works at Dum-Dum Junction and Ranaghat Junction provided by the Eastern Bengal State Railway, the interest and maintenance charges on which are debitable to the Bengal Central Railway and Eastern Bengal State Railway in accordance with clause 17 and note "A" attached hereto :—

PARTICULARS.	Capital cost.	Rate of interest chargeable.	Half-yearly charge.		
(a) Works at Dum-Dum Junction—	R		R	a.	p
Old works.					
Earthwork	8,342	6½ %	271	1	9
Fencing	500	"	16	4	0
Station building with platform complete	8,000	"	260	0	0
Boarding in the Ceilings of Station	303	"	9	13	6
Points and crossings	820	"	26	10	3
Disc signals	180	"	5	13	6
New works.					
Shelter shed on down platform and pale and space fence on up and down platforms	2,433	"	79	1	0
Over-bridge for foot passengers	3,597	"	116	14	6
Waiting room for native females	424	"	13	12	6
Down platform	6,884	"	223	11	9
One unit latrine on down platform	104	"	3	6	0
Basement for single unit latrine on down platform	99	"	3	3	6
Diamond crossings	1,489	"	48	6	3
Points and crossings	1,000	"	32	8	0
Disc signals	145	"	4	11	3
Signal interlocking arrangements	10,827	"	351	14	0
Carried over	45,147	6½ %	1,467	3	9

PARTICULARS.	Capital cost.	Rate of interest chargeable.	Half-yearly charge.
	R		R a. p.
Brought forward	45,147	6¼ %	1,467 3 9
(b) Works at Ranaghat—			
Old works.			
Station building with platforms	24,830	"	806 15 6
Goods shed	6,629	"	215 7 0
Earthwork	658	"	21 6 0
Fencing	320	"	10 6 3
Points and crossings	1,040	"	33 12 9
Disc signal	540	"	17 8 9
Junction main signal	700	"	22 12 0
Carriage dock	1,500	"	48 12 0
Ditto turn-table	1,740	"	56 8 9
Junction arrangements with Bengal Central Railway— Points and crossings	315	"	10 3 9
Works executed on Eastern Bengal State Railway land in accordance with the plan received from the Bengal Central Railway—			
Points and crossings	369	"	11 15 9
Disc signal	254	"	8 4 0
New works.			
Lengthening station siding 500 feet and connecting it with the present cross over line to Bengal Central Railway—			
Points and crossings	648	"	21 1 0
Six-seated Horbury's patent latrine	259	"	8 6 9
One unit latrines on up and down platforms	208	"	6 12 0
Overbridge	3,365	"	109 5 9
Shelter shed on down platforms	1 755	"	57 0 6
Fence wall on western boundary of station	1,963	"	63 12 9
Converting station master's quarters into gentlemen's and ladies' waiting rooms	117	"	3 12 9
Shelves and counters for Booking Office	139	"	4 8 3
Grouping points	827	"	26 14 0
Total cost of Works	93,323	6¼ %	3,032 14 0
Cost of Furniture and fittings in use at Dum-Dum and Ranaghat Junction	3,775	6¼ %	122 11 0
GRAND TOTAL	97,098	6¼ %	3,155 9 0

SCHEDULE II.

Cost of joint works at Dum-Dum Junction and Ranaghat Junction provided by the Bengal Central Railway, the interest and maintenance charges on which are debitable to the Bengal Central Railway and the Eastern Bengal State Railway in accordance with clause 17 and note ("A") attached hereto :—

PARTICULARS.	Capital cost.	Rate of interest chargeable.	Half-yearly charge.
	R		R a. p.
(a) Permanent-way at Dum-Dum Junction—			
Permanent-way	23,000	9 %	1,035 0 0
Ballast	9,000	"	405 0 0
(b) Permanent-way at Ranaghat—			
Permanent way	17,000	"	765 0 0
Ballast	1,150	"	51 12 0
TOTAL	50,150	9 %	2,256 12 0

Cost of joint works at Dum-Dum Junction and Ranaghat Junction provided by the Eastern Bengal State Railway, the interest and maintenance charges on which are debitable to the Bengal Central Railway and Eastern Bengal State Railway in accordance with clause 17 and note "A" attached hereto:—

Particulars.	Capital cost.	Rate of interest chargeable.	Half-yearly charge.
	R		R a. p.
(a) Permanent-way at Dum-Dum Junction—			
Old works.			
Ballast	2,923	9 %	131 8 6
New works.			
Ballast	4,989	"	224 8 0
(b) Permanent-way at Ranaghat—			
Old works.			
Ballast	7,838	"	352 11 3
Junction arrangements with Bengal Central Railway—			
Ballast	2,360	"	106 3 3
Works executed on Eastern Bengal State Railway land in accordance with the plan received from the Bengal Central Railway—			
Ballast	6,287	"	282 14 6
New works.			
Ballast	2,567	"	115 8 3
Lengthening station siding 500 feet and connecting it with the present cross over line to Bengal Central Railway—			
Ballast	811	"	36 8 0
Total	27,775	9 %	1,249 13 9

SCHEDULE III.

Cost of works and permanent-way provided by the Bengal Central Railway at Dum-Dum and Ranaghat, the interest and maintenance charge on which is debitable wholly to the Bengal Central Railway:—

Particulars.	Capital cost.	Rate of interest chargeable.	Half-yearly charge.
	R		R a. p.
(a) Works at Dum-Dum Junction—			
Earthwork	9,000	6½ %	292 8 0
Fencing	1,200	"	39 0 0
Signal, distant	600	"	19 8 0
Temporary Staff-quarters	600	"	19 8 0
Carried over	11,400	6½ %	370 8 0

Particulars.	Capital cost.	Rate of interest chargeable.	Half-yearly charge.		
	R		R	a.	p.
Brought forward	11,400	6½ %	370	8	0
(b) Works at Ranaghat—					
Earthwork	100	„	3	4	0
Fencing	200	„	6	8	0
Signal, distant	1,000	„	32	8	0
Staff-quarters (3)	3,900	„	126	12	0
Engine turn-table	10,000	„	325	0	0
Ashpit	800	„	26	0	0
Water column	900	„	29	4	0
Pipe connections	200	„	6	8	0
Loco. well	1,000	„	32	8	0
Tank-house	2,800	„	91	0	0
(c) Permanent-way at Dum-Dum Junction—					
Permanent-way	4,300	9 %	193	8	0
Ballast	1,400	„	63	0	0
(d) Permanent-way at Ranaghat—					
Permanent-way	5,200	„	234	0	0
Ballast	350	„	15	12	0
Total	43,550	...	1,556	0	0
Total works	32,300	6½ %	1,049	12	0
Total Permanent-way	11,250	9 %	506	4	0

List of Joint Staff at Dum-Dum Junction.

Designation.	No.	Amount.	Remarks.
		R	
Station Master	1	45	
Assistant Station Masters	2	50	
Booking Clerks	2	40	
Ticket Collector	1	15	
Trains Clerks	6	158	
Number-takers	2	24	
Signaller in charge	1	30	
Signallers	3	45	
Switch Jemadars	4	52	
Lampman	1	8	
Signalman	1	8	
Porters	5	35	
Watchmen	5	35	
Sweeper	1	7	
Bhisty	1	7	
Tindals	2	22	
Jemadars	2	22	
Pointsmen	3	21	
Shunting Porters	6	48	
Peons	2	13	
Female attendant	1	6	
Assistant Station Master	1	30	
Signallers	2	32	For busy season only.
Number-taker	1	12	For busy season only.
Jemadars	2	20	For busy season only.
Total	...	785	

List of Joint Staff at Ranaghat Junction.

Designation.	No.	Amount.	Remarks.
		R	
Station Master	1	40	
Assistant Station Master	1	30	
Booking Clerks	3	56	
Statistical Clerk	1	30	
Trains Clerk	2	27	
Goods Clerk	1	20	
Number-taker	1	10	
Signaller in charge	1	19	
Signallers	3	50	
Native Gunner	1	14	
Jemadars	2	22	
Signalmen	2	16	
Pointsmen	5	35	
Watchman	1	7	
Lampman	1	8	
Hindu Waterman	1	6	
Bhisty	1	6	
Porters	9	59	
Gatemen	2	10	
Female attendant	1	7	
Sweepers	2	14	
Telegraph Peon	1	7	
Statistical Clerk	1	20	For busy season only.
Trains Clerk	1	17	For busy season only.
Total	...	530	

List of Staff at Sodepore Station.

Designation.	Amount. No.	Amount. Pay.	Remarks.
		R	
Station Master	1	50	On sick leave.
Assistant Station Master	1	25	
Booking Clerk	1	20	
Signallers	2	32	
Jemadar	1	10	
Signalmen	2	16	
Lampman	1	8	
Porters	5	30	
Gateman	1	5	
Female attendant	1	7	
Total	16	203	

List of furniture and fittings in use at Dum-Dum Junction and their approximate value.

Names of Articles.	Nos.	Rate.			Amount.			Remarks.
		R	*a.*	*p.*	*R*	*a.*	*p.*	
Almirah	1	22	0	0	22	0	0	
Badge, coolies	6	0	8	0	3	0	0	
Do., Eastern Bengal State Railway	5	0	8	0	2	8	0	
Bag, leather, for cash	3	1	0	0	3	0	0	
Barrow, luggage, two-wheeled	1	20	0	0	20	0	0	
Bell, station, rail-piece	2	0	8	0	1	0	0	
Do., do., hand	1	4	0	0	4	0	0	
Do., do., engine	1	7	0	0	7	0	0	
Belt, peon	5	0	8	0	2	8	0	
Bench, cast iron	7	17	8	0	122	8	0	
Boards, direction, of sorts	8	2	8	0	20	0	0	
Do., fare list	1	1	0	0	1	0	0	
Do, public notice	8	4	0	0	32	0	0	
Do., Railway Act	1	4	0	0	4	0	0	
Do., Condition of coaching tariff	1	4	0	0	4	0	0	
Box, collected tickets	1	1	0	0	1	0	0	
Do., wooden, office	2	5	0	0	10	0	0	
Do., stationery	1	6	0	0	6	0	0	
Do., message	1	3	0	0	3	0	0	
Do., type ticket dating machine	2	...			...			See the item of dating press.
Brush, telegraph instrument	1	0	8	0	0	8	0	
Buckets	5	1	4	0	6	4	0	
Case, ticket	1	55	0	0	55	0	0	
Do., do. stock	1	72	0	0	72	0	0	
Cash, safe	1	50	0	0	50	0	0	
Chains, safety	12	2	8	0	30	0	0	
Chairs	5	4	8	0	22	8	0	
Clock	3	100	0	0	300	0	0	
Coin testor	1	1	0	0	1	0	0	
Date indicator	1	0	8	0	0	8	0	
Desk, writing	1	8	0	0	8	0	0	
Feeder, oil	1	0	6	0	0	6	0	
Funnel, tin	1	0	2	0	0	2	0	
Filter	1	80	0	0	80	0	0	
Ink-stand, wooden	8	0	4	0	2	0	0	
Key, carriage	6	0	10	0	3	12	0	
Knife	3	0	3	6	0	10	6	
Ladder	2	0	8	0	1	0	0	
Lamp, hand signal	18	4	8	0	81	0	0	
Do., hurricane	3	2	12	0	8	4	0	
Do., wall	2	5	0	0	10	0	0	
Do., platform	10	12	0	0	120	0	0	
Do., office table	1	10	0	0	10	0	0	
Do., over-bridge	2	12	0	0	24	0	0	
Do., semaphore	9	10	0	0	90	0	0	
Lock, country, pad	9	0	12	0	6	12	0	
Do., japanned	10	1	4	0	12	8	0	
Do, imitation, brass	3	1	0	0	3	0	0	
Lota, brass	1	1	0	0	1	0	0	
Measure, tin, for oil	1	0	8	0	0	8	0	
Nipper, ticket	1	2	10	0	2	10	0	
Pot, gum	1	0	2	0	0	2	0	
Press, ticket dating, complete, with type boxes	2	82	0	0	164	0	0	
Purdah	1	6	0	0	6	0	0	
Ruler, office	5	0	8	0	2	8	0	
Rack, papers	2	16	0	0	32	0	0	
Scissors, pair	5	0	10	0	3	2	0	
Carried over	...	...			1,479	8	6	

List of furniture and fittings in use at Dum-Dum Junction, and their approximate value—concluded.

Names of Articles.	Nos.	Rate.			Amount.			Remarks.
		R	a.	p.	R	a.	p.	
Brought forward	...	...			1,479	8	6	
Seal, station	2	1	0	0	2	0	0	
Book-shelf	1	18	0	0	18	0	0	
Sprags	15	0	8	0	7	8	0	
Stand, battery	1	5	0	0	5	0	0	
Stools, wooden	15	1	2	0	16	14	0	
Stamp, rubber	1	0	8	0	0	8	0	
Table, flat	2	10	0	0	20	0	0	
Table, camp	2	8	0	0	16	0	0	
Do., lamp cleaning	1	4	0	0	4	0	0	
Do., with drawers	2	12	0	0	24	0	0	
Do., without drawers	2	10	0	0	20	0	0	
Tank, oil	1	30	0	0	30	0	0	
Tumbler	1	0	8	0	0	8	0	
Weighing machine complete, with weights (weight 7)	1	130	0	0	130	0	0	
Total	...	...			1,773	14	6	

List of furniture and fittings in use at Ranaghat, and their approximate cost.

Names of Articles.	Nos.	Rate.			Amount.			Remarks.
		R	a.	p.	R	a.	p.	
Almirah	4	22	0	0	88	0	0	
Badge, S. M.	2	0	8	0	1	0	0	
Do., coolies	8	0	8	0	4	0	0	
Bag, leather, for cash	4	1	0	0	4	0	0	
Barrow, luggage	1	20	0	0	20	0	0	
Bell, call, Telegraph	1	1	0	0	1	0	0	
Do., station, hand	1	4	0	0	4	0	0	
Do., rail-piece	1	0	8	0	0	8	0	
Do., engine	1	7	0	0	7	0	0	
Bench, wooden	6	10	0	0	60	0	0	
Do., iron	2	17	8	0	35	0	0	
Board, direction, of sorts	8	2	8	0	20	0	0	
Do., fare list	1	1	0	0	1	0	0	
Do., public notice	8	4	0	0	32	0	0	
Do., Railway Act	1	4	0	0	4	0	0	
Do., Telegraph Act	1	4	0	0	4	0	0	
Do., transfer chart	1	4	0	0	4	0	0	
Do., time table	3	4	0	0	12	0	0	
Brush, Telegraph instrument	1	0	8	0	0	8	0	
Bucket	15	1	4	0	18	12	0	
Case, ticket	1	55	0	0	55	0	0	
Do., ticket stock	1	72	0	0	72	0	0	
Cash, safe	1	50	0	0	50	0	0	
Chain, gate	4	2	8	0	10	0	0	
Do., safety	5	2	8	0	12	8	0	
Chair	10	4	8	0	45	0	0	
Clip, line clear	2	0	8	0	1	0	0	
Clock, station	2	100	0	0	200	0	0	
Coin testor	1	1	0	0	1	0	0	
Commode, with pan	3	6	0	0	18	0	0	
Carried over	...	...			785	4	0	

List of furniture and fittings in use at Ranaghat, and their approximate cost—concluded.

Names of Articles.	Nos.	Rate.			Amount.			Remarks.
		R	a.	p.	R	a.	p.	
Brought forward	...	...			785	4	0	
Clamp, for points	8	2	8	0	20	0	0	
Counter, with drawers	2	20	0	0	40	0	0	
Date indicator	1	0	8	0	0	8	0	
Screw driver	1	1	0	0	1	0	0	
Drum, oil	2	2	0	0	4	0	0	
Filter	1	80	0	0	80	0	0	
Flag, signal	9 sets.	0	5	0	2	13	0	
Funnel, tin	1	0	2	0	0	2	0	
Glass, looking	1	6	0	0	6	0	0	
Hammer, hand	1	1	0	0	1	0	0	
Horse, towel	2	6	0	0	12	0	0	
Ink-stand	4	0	4	0	1	0	0	
Jug, water	2	1	0	0	2	0	0	
Key, carriage	7	0	10	0	4	6	0	
Knife	1	0	3	6	0	3	6	
Kodali	2	1	0	0	2	0	0	
Ladder, step	1	4	8	0	4	8	0	
Lamp, disc	6	10	0	0	60	0	0	
Do., hand signal	12	4	8	0	54	0	0	
Do., platform	17	12	0	0	204	0	0	
Do., table	1	10	0	0	10	0	0	
Do., semaphore	5	10	0	0	50	0	0	
Do., Ticket Collector	1	1	0	0	1	0	0	
Do, wall	2	5	0	0	10	0	0	
Lock, country	6	0	12	0	4	8	0	
Do., Hobbs'	12	2	12	0	33	0	0	
Do., imitation, brass	7	1	0	0	7	0	0	
Lota, brass	1	1	0	0	1	0	0	
Map	1	4	0	0	4	0	0	
Nipper, ticket	2	2	10	0	5	4	0	
Press, ticket dating	2	82	0	0	164	0	0	
Purdah	5	6	0	0	30	0	0	
Rack, coupling	2	15	0	0	30	0	0	
Do., hat	1	1	0	0	1	0	0	
Ruler, office	1	0	8	0	0	8	0	
Jack screw	1	20	0	0	20	0	0	
Scissors, pair	1	0	10	0	0	10	0	
Scotch	2	1	0	0	2	0	0	
Seal, station	1	1	0	0	1	0	0	
Book shelf	4	18	0	0	72	0	0	
Sprag	3	0	8	0	1	8	0	
Stand, basin	2	3	0	0	6	0	0	
Do., battery	1	5	0	0	5	0	0	
Stools	5	1	2	0	5	10	0	
Table, Telegraph	2	10	0	0	20	0	0	
Do., lamp cleaning	1	4	0	0	4	0	0	
Do., oil draining	2	2	0	0	4	0	0	
Do., writing, with drawers	2	12	0	0	24	0	0	
Do., do., without drawers	1	10	0	0	10	0	0	
Do., camp	1	8	0	0	8	0	0	
Table, round	2	8	0	0	16	0	0	
Tank, oil	1	30	0	0	30	0	0	
Tub, wooden	3	0	8	0	1	8	0	
Tumbler	1	0	8	0	0	8	0	
Utensil, chamber	3	1	0	0	3	0	0	
Weighing machine	1	} 130	0	0	130	0	0	
Weights for machine	7							
Total	...	...			2,000	12	6	

APPENDIX S.

Memorandum of Agreement* for the working of the METRE GAUGE LINE OF RAILWAY in the PROVINCE OF KÁTHIÁWÁR, known as the DHRANGADRA RAILWAY and extending from WADHWAN Junction to DHRANGADRA over 20·62 miles.

Preamble.

1. WHEREAS under Clause 59 of a Working Agreement† entered into on the 28th November 1896 between the several Proprietors of the Bhavnágar-Gondal Junagad-Porbandar Railway, known as the Primal System of Metre Gauge Railways in Káthiáwár, it is competent for the Board of Control of the said Bhávnagar-Gondal-Junagad-Porbandar Railway to undertake, on such terms as may in each case be determined, the working (as feeders to this system) of Branch lines in Káthiáwár having separate proprietary interests, the said Board of Control hereby undertake to work the said Dhrangadra Railway on the following terms and conditions:—

Cession of Line for Traffic.

2. From and after the date on which the said Dhrangadra Railway shall, by constituted authority, have been declared open to traffic, and, as hereinafter provided, until the date on which this Agreement may be determined, the entire control of the said Dhrangadra Railway shall be continued, and the said Railway shall be worked by the said Board of Control in a manner every way similar to that in which the "Open System" of the Bhávnagar-Gondal-Junagad-Porbandar Railway is worked, due arrangements for the appointment of the Officers and Staff and provision in every other respect being made by the said Board. It is fully understood that this Cession of Control for the purposes of the working of the said line in combination with the general system of Metre Gauge Railways in Káthiáwár in no way militates against the proprietary independence of the said Dhrangadra Railway.

Laws, Codes, and Traffic Rules.

3. All Acts, Codes, Rules, Fares Rates, Classification of Goods, etc., held now, and from time to time made applicable to the Primal System, shall also be valid on the said Dhrangadra Railway, and the said Board of Control shall be the lawful Board of Administration in respect thereto.

Stability and Equipment of Line.

4. The said Dhrangadra Railway shall be properly constructed and of requisite stability; and also completely found in respect of Water-supply, Buildings, Stores and Appliances, Quarters for the Staff, Shops, Running Sheds, Drains, etc., necessary to admit of the due and proper working of the line, and the Board of Control shall be free of all responsibility in respect of the stability and equipment of the line, as existing at the time of assuming control under Clause 2. All defects then existing, or subsequently arising, being made good by the Board of Control at the risk and cost of the said Dhrangadra Railway after reasonable notice, provided that all defects due to management shall be made good at the cost of the Primal System.

Locomotive and Rolling Stock.

5. The ordinary Locomotive Engines and Rolling Stock, with the necessary equipments for the same sufficient for the traffic of the said Dhrangadra Railway, shall be supplied at a charge of 5 per centum on the gross earnings of the Dhrangadra Railway by the Bhavnagar Integral Railway. But any special heavy stock and plant for any special class of traffic shall be separately provided at the cost of the said Dhrangadra Railway.

Maintenance.

6. The Board of Control shall arrange, and be responsible, for the maintenance of Way and Works and Stations on the said Dhrangadra Railway.

Funds.

7. The Board of Control shall be responsible for the collection of all Rents and Revenues pertaining to the said Dhrangadra Railway, and all such collections shall be held to be hypothecated to the said Board of Control, until the dividend for each half-year has been declared and settlement thereof made. The settlement for the second half of each year shall be held to be final.

Should funds be, at any time, required for the said Dhrangadra Railway on Capital Account in pursuance of Clause 4 above, the Bankers for the Primal System shall, if desired by the Proprietor, advance the same on the security of the Rents and Revenues due to the said Dhrangadra Railway, on such terms as may be arranged between the said Bankers and said Railway.

Banking and Accounts.

8. The Banking, Method of Accounting, and the submission of Accounts and Returns connected with the said Dhrangadra Railway, shall, in every respect be the same as arranged for the Integral Railways in the Primal System.

Payments.

9. The Board of Control shall, from the funds in hand belonging to the said Dhrangadra Railway, deduct in payment of expenditure incurred:—

(a) A sum equal to 40 per centum of the gross earning of the Dhrangadra Railway, to cover

* Sanctioned in Government of India letter No. 771 R. T., dated the 14th August 1899.
† Printed as Appendix Y to Part II of the Administration Report on Indian Railways for 1897-98.

all charges necessary for the proper superintendence, up-keep, and working of the said Dhrangadra Railway except those charges enumerated in (*b*) and (*c*) following.

(*b*) Actual expenditure incurred on the Maintenance of Way and Works and Stations, and Capital charges not met from advances arranged for under Clause 7.

(*c*) The charge for the use of Locomotives and Rolling Stock.

Revision of Cost of Working.

10. The deductions, based on gross earnings prescribed in the preceding clause, shall be held subject to a biennial revision.

Terminal charges.

11. The Terminal charges on *boná fide* local traffic over the said Dhrangadra Railway shall be credited to the earnings of the same. On traffic between the stations of the said Dhrangadra Railway and those of any other Railway terminal charges shall be divided equally between the forwarding station and the destination station.

Carriage of Mails.

12. The terms for the carriage of mails shall be, as already arranged; with Postal Authorities by the Board.

Currency.

13. The currency of British India and no other shall be accepted on the said Dhrangadra Railway.

Police and Magistracy.

14. Arrangements for law and order shall be made by the proprietor of the Dhrangadra Railway in communication with the Political Agent of Káthiáwár; while watch and ward will be dealt with as a traffic arrangement, and the cost met from the payment for general working expenses.

Extension.

15. Any extension of the said Dhrangadra Railway, beyond the limits mentioned in the opening paragraph above, shall, on receipt by the Board of Control of one month's previous notice, be worked in the same manner as under this Agreement provided.

Arbitration.

16. Any question of dispute which may at any time arise in carrying out this Agreement, or in meeting any new points connected therewith, shall be settled by arbitration, the Board of Control and the Proprietor of the Dhrangadra Railway each appointing an Arbitrator, and the Consulting Engineer to Government or an Officer from his Department, with the permission of Government, being Umpire.

Period of Agreement.

17. This Agreement shall hold good so long as the Working Agreement of the Bhávnagar-Gondal-Junagad-Porbandar Railway, dated 28th November 1896, alluded to in the opening paragraph above, is extant.

APPENDIX T.

Memorandum of an Agreement between the EAST COAST (STATE) RAILWAY (hereinafter called the EAST COAST RAILWAY) and the SOUTH INDIAN RAILWAY COMPANY, LIMITED (hereinafter called the SOUTH INDIAN RAILWAY), for the interchange and working of Through traffic only as distinct from their respective Local traffic at the Junction Station of Gudur.

PREAMBLE.

Each Railway will work its own local traffic outwards and inwards, both Coaching and Goods separately, by its own staff on its own premises. The two Railways will junction only for through traffic both Coaching and Goods interchanged between them on through tickets or through invoices. The through Coaching traffic will be interchanged over an overbridge joining the Passenger platforms of the two Railways, and the through Goods traffic will be interchanged over a Tranship platform, on one side of which the East Coast Railway, broad gauge, will have its sidings, and on the otherside of which, the South Indian Railway, metre gauge, will have its sidings. The said over-bridge and the said Tranship platform with their appurtenances are the joint premises referred to below, and the working thereof forms the subject matter of this agreement in the clauses which follow.

CLAUSE 1.

Duration of Agreement.—This agreement shall be considered as having effect from the first day of November 1898, and shall be subject to revision from time to time, but shall remain in force until the expiration of not less than six months' notice from either Railway, such notice to expire only on the 30th June or 31st December in any year. Either Railway giving notice to the other to revise or cancel this Agreement shall furnish three months previous to the expiration of each notice a new draft agreement embodying all amendments and revisions proposed.

CLAUSE 2.

Interpretations of terms used.—Unless there is something contrary or repugnant in the context, the following terms throughout to bear the meaning and interpretation named below:—

(*a*) "*Stations, Traffic, Vehicles, Rates*," *etc.*, mean and include Stations, Traffic, Vehicles, Rates, etc., not only of the East Coast Railway and the South Indian Railway, but those of other railways with which the East Coast Railway and the South Indian Railway may respectively have through traffic arrangements from time to time.

(*b*) "*Interchanged*" Traffic means all Traffic, Coaching or Goods, booked under through tickets, way-bills or invoices between or *viâ* stations on the East Coast Railway and any station or *viâ* any station on the South Indian Railway and railways worked by the Soute Indian Railway.

(*c*) "*Joint Station Staff*" means staff of all kinds, including Police employed on the joint business of the station, as per Appendix A, which shall be revised, if necessary, every six months by the two Railways.

(*d*) "*Running Staff*" means and includes Drivers, Firemen, Guards, Brakesmen and any other staff that may be employed in the actual working of trains.

(*e*) "*Trains*" mean and include Engines, whether with or without Brakevans or other vehicles.

(*f*) *The "Joint Station Expenses"* mean all expenses which the East Coast Railway may incur in working the interchanged traffic, including the provision of stationary, forms, etc., the lighting of the joint premises, the cost of cleaning and conservancy, as also all other expenses incidental to or connected with the working of the joint premises, and also rent and maintenance as defined in Clause 6 hereof.

CLAUSE 3.

Joint Premises.—These shall consist of the aforesaid overbridge and the Transhipment platform with its sheds and appurtenances provided by the East Coast Railway and detailed in Appendix B.

(*a*) The furniture and equipment of the joint station for the working of the interchanged traffic shall be those mentioned in Appendix C, which shall be revised every six months. The total amount of the two Appendices B and C shall be that on which rent is to be charged as provided for in Clause 6.

CLAUSE 4.

Joint Working Limits.—The limits of the joint premises for the purposes of working only shall be the Transhipment platform and the lines on either side of it both broad gauge and narrow gauge which are used for transhipment purposes as shown on the accompanying plan* Appendix D.

CLAUSE 5.

Capital Expenditure.—The East Coast Railway administration shall, from time to time, provide the amount chargeable to Capital which is required to be expended for the joint use of the two Railways working into the joint station upon additions and alterations of the existing works and premises, as defined in Appendix B, and upon new premises and works which may have to be provided for the joint use; all such new works and additions and alterations shall be executed upon plans and estimates which shall be agreed to by the two Railways before the work is commenced.

CLAUSE 6.

Rent.—Charges for rent and maintenance shall be levied at the rate of 6¼ per cent. per annum on the cost as shown in Appendices B and C, of works, structures, machinery, tools, plant and furniture in joint use by the two Railways using the joint station, and also upon the cost of alterations and additions to the same, excepting those referred to in Clause 8 below.

CLAUSE 7.

Separate Way and Signals.—Under Clause 3, Appendix B, aforesaid, the joint works and premises shall embrace all and every the transfer sheds, platforms and all needful works appertaining to the efficient working of the station for transhipment purposes. But each Railway will severally pay for, provide and maintain its own earth-work, ballast, permanent-way and any signals considered necessary for its own use, as distinct from the joint premises as common to both Railways.

CLAUSE 8.

Expenditure on Joint Works.—Any expenditure which may be required from time to time for the joint use of the two Railways using the joint station upon minor works and upon minor additions and alterations of existing premises under Appendix B, which is chargeable to Revenue under the rules in force, from time to time, on the East Coast Railway, shall be debited to the joint station expenses account. All such new works, additions, and alterations shall be executed upon plans and estimates which shall be agreed to by the two Railways before the work is commenced, a separate account of such expenditure, on which no interest shall be charged, being kept for purposes of Clause 9.

CLAUSE 9.

Compensation for Outlay.—Upon the termination of this agreement, the amount of compensation to be paid by each Railway for Capital and Revenue (*See* Clause 8) expenditure incurred in joint works shall be determined by mutual agreement, or, if necessary, by arbitration as provided for herein.

CLAUSE 10.

Interchange of Traffic, etc.—All descriptions of traffic shall be freely interchanged subject to the Conference Rules for the time being, or which may be adopted on a reference through the Director of Railway Traffic and Statistics in accordance with the rules of procedure, or as modified by mutual consent: and the interchange of traffic under this agreement shall include traffic to and from other Railways and River Steamship Companies with which the two contracting Railways have established or may hereafter establish through booking. The joint station is not to be used for the local traffic of either Railway.

CLAUSE 11.

Appointment of Station Staff.—

(*a*) The staff for working the joint station shall be the joint servants of the South Indian Railway and of the East Coast Railway, but shall be appointed and controlled by the East Coast Railway, and the cost thereof as determined by para. (*b*) below charged to the joint station account.

(*b*) The monthly cost of the joint station staff, stationery, stores, etc., shall be agreed upon by the two Railways, the staff employed being restricted to the number and cost shown in Appendix A. Within these limits the East Coast Railway shall have full powers to re-arrange or modify the numbers of the staff and their rates of pay.

(*c*) In the event of the traffic necessitating immediate increase to the staff above the expenditure fixed in Appendix A, the East Coast Railway may make provisional arrangements, subject to the subsequent approval of the South Indian Railway, within one month, from dates of appointments.

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* Not appended.

(*d*) The East Coast Railway shall provide and control the labour and appliances necessary for transhipment of through goods. The cost of such transhipment shall be equally divided between the two Railways, provided that no additional charge shall be made to the public for this service, except by previous mutual arrangement between the East Coast Railway and South Indian Railway.

CLAUSE 12.

Duties of Joint Staff, etc.—

(*a*) The business of each Railway shall have equal attention at the hands of the joint staff, who must carry out the instructions of the Officers of the two Railways concerned.

(*b*) The whole of the staff of the South Indian Railway, while within the limits of the premises and sidings used for joint traffic purposes, shall obey and be bound by the rules, regulations, and also by all the instructions from time to time in force or which may be issued by the authorities of the East Coast Railway, who shall have the same right and control over the staff of the South Indian Railway, as if they were the East Coast Railway staff.

(*c*) Any breach of the rules and regulations by servants of the two Railways within the joint station limits shall be dealt with by the Administration concerned, and in case of dispute as to interpretation of the rules and regulations, the matter shall be referred to the Consulting Engineer for Railways, Madras, whose decision shall be final.

CLAUSE 13.

Shunting, Stores, Greasing and Oiling Rolling Stock.—

(*a*) Each Railway will do its own shunting at the joint station.

(*b*) Each Railway shall provide at its own cost all stores for its own exclusive use, and it shall make its own arrangements for greasing, oiling, examining, and repairing its own engines and stock at the joint station.

(*c*) Each Railway shall also supply for its own trains, lamps, oil, wicks, etc., and shall do the work of lighting its own trains.

CLAUSE 14.

Credits to Joint Station Expenses.—All sums realized by fines recovered from the joint staff and other incidental joint receipts shall be credited to the joint station expenses account.

CLAUSE 15.

Provident Fund.—The share of bonus of the East Coast Railway payable by that Railway to the joint station staff under the rules of its Provident Institution shall be debited half-yearly to the joint station expenses.

CLAUSE 16.

Accidents, Damages or Losses, etc.—

(*a*) Each Railway shall bear the cost of the damage caused to its own vehicle or vehicles of any other Railway of which at the time it may be the owning Railway by the joint staff.

(*b*) Except as above provided, all damages or losses caused to interchanged traffic shall be debited to joint station expenses.

(*c*) In the case of accidents caused by the individual (not joint) staff of any one Railway acting without or contrary to the orders of the joint station staff, the Railway, whose staff shall have caused the accident, shall be responsible for all losses or damages so caused if estimated at over ten rupees. If estimated at ten rupees or less the loss or damage to be borne as in para. (*a*) by owning Railway.

(*d*) Notices of all accidents, damages or losses, etc., connected with joint working which may occur within the limits of the joint station shall be sent in accordance with the rules in force on such Railway from time to time to the officers of both Railways immediately such accidents, losses, etc., occur. Reports to Government of accidents occurring within joint working limits shall be made by the East Coast Railway.

CLAUSE 17.

Traffic, Inter-Procedure.—

(*a*) Letters and telegrams relating to joint business and interchanged traffic shall be interchanged free of charge between the two Railways.

(*b*) Claims on interchanged traffic shall be adjusted and dealt with in accordance with the Conference Rules as above defined in Clause 10.

(*c*) All stock shall be handed over to the joint station staff in accordance with the Conference Rules above defined in Clause 10. The free time for transhipment of goods from broad to narrow gauge, or *vice versâ*, shall be that laid down by the Conference Rules in force as above defined in Clause 10, and if such wagons under

load are not released of their loads within that time, demurrage at the rate prescribed in the Conference Rules as above defined in Clause 10 shall be paid to the Railway to whose stock detention is caused. But previously to enforcing the penalties mentioned, the Railway intending to do so shall give the other 48 hours' notice.

(*d*) If at any time, either of the two Railways shall be unable from any cause to receive and forward all the traffic tendered by the other, it shall be competent for the receiving Railway to give notice of not less than seven days, naming the maximum quantity it will be prepared to receive and forward, and the period during which it will be necessary; and during such period the said Railway shall not be bound to receive more than the quantity so specified.

(*e*) The joint station staff shall keep all such books, statements, and returns as may be required by each Railway, and shall render such returns as each Railway may require direct to the authorities of the Railway requiring such returns.

(*f*) All joint traffic books and statements at the joint station and all interchanged goods and other traffic books and records, so far as they relate to the interchanged traffic of either Railway desiring inspection, shall at all times be open to any authorized Officer or Officers of the two Railways.

(*g*) The instructions of either Railway as to charges on and working of traffic for the respective lines shall be furnished by the Administrations of the respective Railways to the joint staff and shall be acted upon.

(*h*) The traffic authorities of the two Railways will arrange for the limit of time for the correspondence of the respective trains of the two Railways.

(*i*) Packages weighing more than 81 maunds in weight or exceeding 12 feet long by 5 feet 6 inches broad by 6 feet high, outside measurement, shall not be booked through except by special arrangement.

(*j*) For the purpose of determining the liability of the respective Railways with regard to through traffic, a record of the number and condition of packages unloaded and reloaded shall be kept by the joint staff. Such record shall be considered binding in the case of unloading books and the number and condition of packages made over by the Forwarding Railway, and in the case of the loading books and the number and condition of packages taken over by the Receiving Railway. Loss of or damage to through consignments, while in the custody of the joint staff, shall be charged to joint station expenses, provided always that consignments which have remained at the joint station without being forwarded for forty-eight hours or over forty-eight hours, from causes beyond the control of the joint staff, shall be at the risk of the Receiving Railway.

CLAUSE 18.

Audit Adjustments and Regulations—

(*a*) The total joint station expenses as defined in Clause 2, para. (*f*), shall for each half-year be equally divided between the East Coast Railway and South Indian Railway.

(*b*) The distance between the joint station and the other stations shall be furnished by either Railway to the other, but the amounts to be charged shall be furnished by the Railway concerned in the form of station to station rates to avoid any calculation of charges according to distances.

(*c*) Each Railway shall be responsible for collecting all charges due to the other on all traffic received, with the exceptions noted below, for which the Forwarding Railway shall be responsible:—

(i) Charges on live stock of every description.
(ii) Charges on all perishable articles.
(iii) Charges on Commissariat Ordnance and Government Medical Stores booked on credit notes or prepaid.
(iv) Charge on Insurances.
(v) Dangerous and Offensive Goods.
(vi) Passenger fares, freight on passenger's luggage, carriages, etc.

(*d*) Errors in calculation, freight, weight, description, etc., in goods traffic shall be dealt with in accordance with the Conference Rules as above defined in Clause 10.

(*e*) The Receiving Railway shall not reduce the charge mentioned on the invoice without the consent of the Forwarding Railway, except in the case of overcharges, the evident result of errors in rate, classification or calculation.

(*f*) Undercharges on consignments, whether "paid" or "to pay," unless booked under credit note, shall be debited to the receiving station, with the exception of items in para. (*c*) of this Clause.

(*g*) All overcharges not claimed shall belong to the Railway by which the charges are collected.

(*h*) In booking goods, fractions of weight shall be treated in accordance with the Conference Rules as above defined in Clause 10.

(*i*) In calculating charges, fractions of an anna of six pies and over shall be charged one anna, and fractions of less than six pies shall be dropped. This rule applies not only to the gross charge made to the public, but also to either Railway's proportion as well as to Government and private luggage booked on a warrant.

(*j*) The equivalent of a ton in maunds and a maund in pounds is that decided by the Conference Rules as above defined in Clause 10.

(*k*) The audit offices of the two Railways concerned shall exchange Division sheets, each Railway to have in division its own rates as quoted for interchanged traffic in accordance with para. (*b*) of this Clause, except in the case of insurance and traffic divisible on mileage between the Railways concerned, and shall account for all through goods traffic within six weeks from date the traffic passes the joint station. A monthly settlement of accounts based on Division sheets, bills and statements as rendered and declared, shall be made by transfer adjustment, on the understanding that all errors which may be in them will be adjusted without delay in subsequent accounts by the responsible Railway.

CLAUSE 19.

General.—

(*a*) Each Railway shall provide any forms, stationery, etc., required for its own purpose at the joint station.

(*b*) In case of any difference of opinion between the two Railways as to the construction of any part of this agreement or as to its application to any particular case, either Railway shall be entitled to call for an arbitration, to be conducted in the usual way, each Railway nominating its own Arbitrator and should the Arbitrators so appointed fail to agree, they, that is, the arbitrators so appointed, shall nominate an Umpire. The decision of the Arbitrators or their Umpire shall be final and binding upon the two Railways in regard to the matter or matters which may be referred to him or them. But if either of the two Railways shall fail to nominate an Arbitrator within eight weeks after notice to call for an arbitration has been given to such Railway, the Railway giving such notice may nominate its own Arbitrator, and in such cases the decision of the one Arbitrator so appointed shall be binding and conclusive upon the two Railways.

(*c*) This agreement is subject to the sanction of the *Government of India and the †Board of Directors of the South Indian Railway.

APPENDIX A.

Joint Staff for working Joint Transhipment Platform at Gudur Junction.

PARTICULARS OF STAFF.	No.	Rate.	Amount. R	a.	p.
Transhipment Clerk	1	50	50	0	0
Ditto	3	25	75	0	0
Number Taker	1	30	30	0	0
Ditto	1	20	20	0	0
Porters	2	5	10	0	0
Sweeper	1	5	5	0	0
Watchmen	8	8	64	0	0
Waterman	1	5	5	0	0
			259	0	0

APPENDIX B.

List of Joint Premises at Gudur Junction.

No.	NAME OF WORK.	Total value of work done to end of May 1899. R	REMARKS.
1	20 feet arched culvert	18,331	
2	Diversion of roads	2,997	
3	Over-Bridge	...	
4	Transhipping platform with Shed and office	6,528	
5	Clerks' quarters, 6 Units	1,397	
6	Menials' quarters, 12 Units	1,686	
7	6 Ton platform crane	...	

* Sanctioned in Government of India letter No. 770 R. T., dated the 14th July 1900.
† Approved in Board of Directors' letter No. 252, dated the 18th May 1900.

APPENDIX C.

Tools and Plant for the Gudur Transhipment Office.

Articles.	No.	Value of each.	Approximate amount agreed to as per agreement.
		R	R
Barrows, platform	4	100	400
Crane, ditto (on wheels)	1	2,500	2,500
Chairs, arm	2	6	12
Tables, long	3	10	30
Do. office	2	25	50
Ladder, wooden	2	9	18
Boards, loading	8	30	240
Lamps, platform	12	24	288
Do., table } Do., Hinks' double wick }	4	10	40
Do. for sealing Ticket Collectors' Pattern	2	4	8
Machine, weighing	3	73	519
Stamps, rubber } Seals, steel }	...	...	50
Stools	4	5	20
Sundries	...	...	50
			4,225

APPENDIX U.

Memorandum of Agreement* made this 20th day of February One thousand eight hundred and ninety-nine between THE GOVERNMENT OF HIS HIGHNESS THE MAHARAO OF KOTAH (hereinafter called His Highness' Government) of the first part, and THE INDIAN MIDLAND RAILWAY COMPANY, LIMITED (hereinafter called The Company), of the other part, for the working of His Highness the Maharao's Railway forming a portion of the Guna Baran Railway (hereinafter called The Railway) commencing at mileage 261 and 1,571⅝ feet from Itarsi Junction in the direction of Baran and extending to Baran Station in the territory of His Highness the Maharao.

1. This Agreement shall remain in force until the expiration of the Principal† Contract Subsisting between the Company and the Secretary of State for India, dated the 2nd of October 1885, or until the expiration of a period of ten years from the date of the opening of the Railway for public traffic of all kinds, whichever period shall first expire, and shall be determinable then, or upon the 30th June or the 31st December in any year thereafter, provided that not less than twelve months' previous notice in writing has been given by one of the parties to this Agreement to the other of them.

2. The Railway during the term of this Agreement is to be worked by the Company as part of the undertaking, which consists of the Indian Midland Railway and Railways worked by the Company, subject to the same arrangements as are in force with the Company itself under the Principal Contract, except as hereinafter modified.

3. All communications of importance, or involving Capital expenditure, between His Highness' Government and the Company, under this Agreement, shall pass through the Political Officer representing the Kotah Durbar and the Consulting Engineer to the Government of India, Lucknow Circle, or such other Officer as the Government of India may from time to time appoint to undertake the same general duties with respect to the Railway, as are entrusted to that Officer by the Government of India in respect to the Indian Midland Railway. All correspondence as to details in connexion with sanctioned works, and as to traffic and other matters, shall be carried on direct between the Political Officer representing the Kotah Durbar and the Indian Midland Railway Company.

4 Within one year from the opening of the Railway, or as soon as possible, before the expiration of that period, the Railway shall be completely constructed and equipped by and at the expense of His Highness' Government in a substantial and satisfactory manner, as to works, permanent-way, buildings, fixed machinery, and in all other respects, and stations and other buildings shall be fully equipped with the usual plant, fittings, furniture and appliances. All the works so carried out, including the permanent-way, buildings, machinery, plant, fittings, furniture, appliances and equipments, shall be up to the standard on which the Company's own line, buildings and works have been constructed and equipped, or shall be approved of by the Consulting Engineer.

5. A full section of permanent ballast or 84,000 cubic feet per mile of track laid on wooden sleepers, outside cuttings, and 87,000 cubic feet per mile of track laid on steel sleepers or in rock cuttings, shall be provided by and at the expense of His Highness' Government, and to meet the loss of ballast resulting from the subsidence of embankments, a further quantity of 8,000 cubic feet per mile of track in bank is to be provided by and at the expense of His Highness' Government. This ballast shall be distributed as follows:—In cuttings and on light banks (under 5 feet), and in station yards the permanent ballast shall be spread, or, with the sanction of the Engineer-in-Chief who is superintending the construction of the Railway, shall be stacked or laid in such manner as the Company shall approve; on embankments generally it should be stacked on cess, or in Depôt for subsequent use. All permanent-way on embankments, in the first instance, and before the opening for general traffic, is to be packed with temporary ballast of sand or sound moorum, or the best material obtainable in the district. The cost of distributing, spreading and packing the permanent ballast, which is chargeable to Capital, and has to be done by the Company, shall be settled finally before the line is taken over by the Company.

6. When the opening of the Railway for Public traffic has been sanctioned by the Government of India, His Highness' Government shall, except as provided in Clause 7, hand over the Railway to the Company, and the Company shall accept the Railway for the purposes of this Agreement, His Highness' Government guaranteeing to the Company full and undisturbed possession of the Railway at all times during the continuance of this Agreement.

7. The Engineer-in-Chief in charge of the construction of the Railway shall, within one year of the opening of the Railway, complete at the cost of His Highness' Government all additional works, fixed structures, machinery, etc., that may be necessary for the proper completion of the

* Sanctioned in Government of India letter No. 396 R. T., dated the 27th April 1899, and in Board of Directors' letter No. 32, dated the 14th July 1899.

† Printed as Appendix H to Part II of the Administration Report on Indian Railways for 1885-86.

Railway, in accordance with the requirements of the Company or the orders of the Consulting Engineer. Schedules shall be prepared by the representatives of the Railway and the Company showing the works which are considered necessary for the completion of the line within this period. Such works shall not include the spreading and packing of permanent ballast referred to in clause 5 above: and the permanent-way and existing works shall be maintained by the Company. A list giving particulars of all furniture and moveable equipment at stations shall be prepared as soon as the furniture and equipment have been fully provided, and shall be signed by a representative of the Railway and a representative of the Company.

8. Except as provided in Clause 7, all additional works and alterations in existing works that are not of the nature of repairs or new minor works, which may from time to time be agreed upon, between His Highness' Government and the Company, as necessary for the efficient working of the Railway, shall be carried out by the Company at the cost of His Highness' Government, on estimates sanctioned and approved by His Highness' Government and the Consulting Engineer.

9. For works which may be required after the first twelve months, the Company shall submit to His Highness' Government an estimate of the probable Capital requirements for the coming official year, and shall during the said year be at liberty to expend the amount mentioned in the estimate or such part thereof as may be necessary on objects properly chargeable to Capital without further reference to His Highness' Government, provided that if the expenditure is incurred on any work not specified in the said estimate, an explanation of the necessity for such expenditure shall be furnished to His Highness' Government at the earliest possible opportunity. Such estimates shall be submitted annually three months before the commencement of the official year. Or if, from any unforeseen circumstances, the total expenditure for which the estimate has been submitted is likely to be exceeded, a fresh application for funds with supplemental estimate shall be made as early as possible. His Highness' Government shall, after approval of the estimates, place at the disposal of the Company ¼th of the whole amount for which the estimate has been submitted, and shall without delay meet all further demands from time to time up to the total amount of the estimate. These estimates shall not include provision for additional ballast beyond the quantity provided for in clause 5.

10. The cost of works, the execution of which under clause 9 of this Agreement is required to be carried out by the Company, shall be dealt with as follows:—

(*a*) All such works costing over R1,000 shall be charged to the Capital Account of the Railway, and paid for by His Highness' Government.

(*b*) Petty works costing not more than R1,000 each shall be charged to Revenue, and shall be met from the sum allowed to the Company for maintenance and working of the said Railway as hereinafter provided.

Provided always that if for any half-year the aggregate expenditure on petty works thereon shall exceed R20 per mile open in any half-year, such excess shall be charged to the Capital Account of the said Railway and shall be met by His Highness' Government.

11. The Company shall maintain the Railway in good repair and in good working order and condition up to the standard of its own line, and to the satisfaction of the Consulting Engineer, upon the following terms—that is to say, the cost and expenses of such maintenance shall be borne by the Company so far only as such maintenance shall be necessary to make good damage caused by the ordinary wear and tear incidental to the use and working of the said Railway and works by the Company, and the conveyance of traffic thereon by the Company, and not further or otherwise; and the Company shall not bear nor be put to any cost or expense for, or in respect of any repair, restoration, renewal, or replacement necessary to make good any damage that may occur to the said Railway and works, or any portion thereof, which may arise from defective original construction, or may be caused by weather, storm, accident or any extraordinary casualty not due to defects in the maintenance or working of the Railway by the Company, and to the occurrence of which the Company shall not have in any way contributed by any act, neglect, or default of their own. Provided that, if in any case His Highness' Government and the Company shall not agree as to the liability of the Company under this section the matter in question shall be referred to arbitration as hereinafter provided, and the decision arrived at on such arbitration shall be binding on both parties to the reference.

12. During the continuance of this contract the Company shall be in possession of and have entire control of the Railway, shall supply all staff required for the supervision, maintenance and working, including that for audit and accounts, and shall supply all locomotives and other rolling-stock, fuel and working stores required for the efficient working of the Railway.

13. The Railway Police will be provided by the Company, and three equal tenth parts of the cost of providing and maintaining the force from time to time employed will, in accordance with the procedure laid down by Government, be borne by His Highness' Government, the remaining seven-tenths being a charge against the Company. The term "Police" shall include the force required for law and order as well as that required for watch and ward.

14. The Company shall charge generally such rates, fares and tolls as are within the schedule of maxima and minima rates sanctioned by Government from time to time for the Indian Midland Railway, and shall make such rules, conditions, and arrangements in respect of the traffic on the Railway as are now, or shall be from time to time, in force on the Indian Midland Railway; and it shall be understood that the Company will not make or give any undue or unreasonable preference or advantage to, or in favour of, any particular person or company, or any description of traffic, or subject any particular person or company to any undue or unreasonable prejudice or disadvantage, but shall do all in its power to develop traffic on the Railway.

15. All costs, charges, and expenses incurred by the Company in connexion with the maintenance, management, use and working of the Railway, and the conveyance or traffic thereon shall be paid by the Company, provided that, in the event of the telegraph lines and instruments not being the property of the Railway, the cost of the rent of the same shall be a charge against the Railway.

16. The gross receipts of the Railway are to be collected and treated as receipts of the Company, and the Company shall pay the same into the Government Treasury in the same way as their own carnings. The expression "gross receipts," as used in this Agreement, means and includes gross earnings from coaching and goods traffic, and moneys received by the Company from the working of any telegraphs or telegraphic appliances which are the property of the Railway, or of which the Government of India have allowed the Company the exclusive use for the purposes of the Railway; also all sums received as rent and all other sundry receipts usually treated as Railway revenue.

17. The Company shall keep distinct and separate accounts of the gross receipts of the Railway. Such accounts shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, or to such other days as may at any time be prescribed for the Indian Midland Railway, and so soon as the half-yearly accounts of the Company have been passed by the Consulting Engineer, and not later than three months after the close of each half-year, the Company shall render to His Highness' Government, through the Consulting Engineer, a summary of the account of the Railway, signed by the Consulting Engineer and by the Government Examiner of Accounts attached to the Indian Midland Railway.

18. The amount of the said gross receipts, ascertained as in the last preceding paragraph mentioned, shall be dealt with as follows, namely, for working and maintaining the Railway, as hereinbefore provided, the Company shall retain out of the said gross receipts a sum that shall bear the same percentage to the entire gross receipts of the Railway for each half-year as the aggregate working expenses of the whole System of the Company (including the Railway) shall bear to the gross receipts of that System for the same half-year, but such sum shall not in any half-year exceed 50 per cent. of the entire gross receipts of the said Railway for that half-year, and the said sum shall be accepted by the Company in full satisfaction for the supply of rolling-stock, plant and machinery other than fixed machinery, and the managing, working, and maintaining of the said Railway and works, in accordance with the provisions of this contract, and for the performance by the Company of every other obligation undertaken by them under this contract, with reference to the said Railway and works.

19. The remainder of the said gross receipts, after deduction of the sum so retained by the Company as aforesaid, shall be paid over to His Highness' Government in the manner prescribed by the Government of India. Every Revenue account shall be considered as settled at the expiration of three calendar months after the same shall have been submitted to His Highness' Government, but nevertheless any error which may subsequently be discovered therein shall be corrected in the next or in any subsequent Revenue account.

20. All money transactions under this Agreement as between His Highness' Government and the Company shall be in British Government Rupees, and the Company are to accept the British Currency only in payment of fares and rates.

21. If His Highness' Government and the Railway Company shall fail to agree touching any matter with respect to which their agreement is required by this contract, or if, in any case not herein specially provided for, any dispute, question, or controversy shall at any time arise between His Highness' Government and the Company touching this contract, or any clause or thing herein contained, or the construction thereof or any matter connected with this contract or the operation thereof, or the rights, duties, or liabilities of either party in relation to the contract, then and in every such case the matter in regard to which His Highness' Government and the Company shall fail to agree, or the matter in difference, as the case may be, shall be settled by arbitration in a manner to be arranged between His Highness' Government and the Company with the approval of the Government of India.

APPENDIX V.

Memorandum of * Agreement made this 27th day of February One thousand eight hundred and ninety-nine between THE GOVERNMENT OF HIS HIGHNESS THE NAWAB OF TONK (hereinafter called The Tonk Durbar) of the first part, and THE INDIAN MIDLAND RAILWAY COMPANY, LIMITED (hereinafter called the Company), of the other part, for the working of His Highness The Nawab's Railway forming a portion of the Guna-Baran Railway (hereinafter called the Railway) commencing at mileage 238 and 4,642 feet from Itarsi Junction in the direction of Baran and extending to mileage 261 and 1,571⅝ feet from Itarsi Junction, in the same direction in the territory of His Highness the Nawab.

1. This Agreement shall remain in force until the expiration of the Principal † Contract subsisting between the Company and the Secretary of State for India, dated the 2nd of October 1885, or until the expiration of a period of ten years from the date of the opening of the Railway for public traffic of all kinds, whichever period shall first expire, and shall be determinable then, or upon the 30th June or the 31st December in any year thereafter, provided that not less than twelve months' previous notice in writing has been given by one of the parties to this agreement to the other of them.

2. The Railway during the term of this Agreement is to be worked by the Company as part of the undertaking, which consists of the Indian Midland Railway and Railways worked by the Company, subject to the same arrangements as are in force with the Company itself under the Principal Contract, except as hereinafter modified.

3. All communications of importance, or involving Capital expenditure, between the Tonk Durbar and Company under this Agreement, shall pass through the Political Officer representing the Tonk Durbar and the Consulting Engineer to the Government of India, Lucknow Circle, or such other Officer as the Government of India may from time to time appoint to undertake the same general duties with respect to the Railway, as are entrusted to that Officer by the Government of India in respect to the Indian Midland Railway. All correspondence as to details in connexion with sanctioned works, and as to traffic and other matters, shall be carried on direct between the Political Officer representing the Tonk Durbar and the Indian Midland Railway Company.

4. Within one year from the opening of the Railway, or as soon as possible before the expiration of that period, the Railway shall be completely constructed and equipped by and at the expense of the Tonk Durbar in a substantial and satisfactory manner, as to works, permanent way, buildings, fixed machinery, and in all other respects, and stations and other buildings shall be fully equipped with the usual plant, fitings, furniture and appliances. All the works so carried out including the permanent-way, buildings, machinery, plant, fittings, furniture, appliances and equipments shall be up to the standard on which the Companies own line, buildings and works have been constructed and equipped or shall be approved of by the Consulting Engineer.

5. A full section of permanent ballast or 84,000 cubic feet per mile of track laid on wooden sleepers, outside cuttings, and 87,000 cubic feet per mile of track laid on steel sleepers, or in rock cuttings, shall be provided by and at the expense of the Tonk Durbar and to meet the loss of ballast resulting from the subsidence of embankments, a further quantity of 8,000 cubic feet per mile of track in bank is to be provided by and at the expense of the Tonk Durbar. This ballast shall be distributed as follows:—In cuttings and on light banks (under 5 feet) and in station yards the permanent ballast shall be spread, or, with the sanction of the Engineer-in-Chief who is superintending the construction of the Railway, shall be stacked or laid in such manner as the Company shall approve; on embankments generally it should be stacked on cess, or in depôt for subsequent use. All permanent-way on embankments, in the first instance, and before the opening for general traffic, is to be packed with temporary ballast of sand or sound moorum, or the best material obtainable in the district. The cost of distributing, spreading and packing the permanent ballast, which is chargeable to Capital, and has to be done by the Company, shall be settled finally before the line is taken over by the Company.

6. When the opening of the Railway for public traffic has been sanctioned by the Government of India, the Tonk Durbar shall, except as provided in clause 7, hand over the Railway to the Company, and the Company shall accept the Railway for the purposes of this Agreement, the Tonk Durbar guaranteeing to the Company full and undisturbed possession of the Railway at all times during the continuance of this Agreement.

* Sanctioned in Government of India, letter No. 396 R. T., dated the 27th April 1899, and in Board of Directors' letter No. 32, dated the 14th July 1899.
† Printed as Appendix II to Part II of the Administration Report on Indian Railways for 1885-86.

7. The Engineer-in-Chief in charge of the construction of the Railway shall, within one year of the opening of the Railway, complete at the cost of the Tonk Durbar all additional works, fixed structures, machinery, etc., that may be necessary for the proper completion of the Railway, in accordance with the requirements of the Company or the orders of the Consulting Engineer. Schedules shall be prepared by the representatives of the Railway and the Company showing the works which are considered necessary for the completion of the line within this period. Such works shall not include the spreading and packing of permanent ballast referred to in clause 5 above: and the permanent-way and existing works shall be maintained by the Company. A list giving particulars of all furniture and moveable equipment at stations shall be prepared as soon as the furniture and equipment have been fully provided, and shall be signed by a representative of the Railway and a representative of the Company.

8. Except as provided in clause 7, all additional works and alterations in existing works that are not of the nature of repairs or new minor works, which may from time to time be agreed upon, between the Tonk Durbar and the Company, as necessary for the efficient working of the Railway, shall be carried out by the Company at the cost of the Tonk Durbar, on estimates sanctioned and approved by the Tonk Durbar and the Consulting Engineer.

9. For works which may be required after the first twelve months, the Company shall submit to the Tonk Durbar an estimate of the probable Capital requirements for the coming official year, and shall during the said year be at liberty to expend the amount mentioned in the estimate or such part thereof as may be necessary on objects properly chargeable to Capital without further reference to the Tonk Durbar, provided that if the expenditure is incurred on any work not specified in the said estimate, an explanation of the necessity for such expenditure shall be furnished to the Tonk Durbar at the earliest possible opportunity. Such estimates shall be submitted annually three months before the commencement of the official year. Or if, from any unforeseen circumstances, the total expenditure for which the estimate has been submitted is likely to be exceeded, a fresh application for funds with supplemental estimate shall be made as early as possible. The Tonk Durbar shall, after approval of the estimates, place at the disposal of the Company ¼th of the whole amount for which the estimate has been submitted, and shall without delay meet all further demands from time to time up to the total amount of the estimate. These estimates shall not include provision for additional ballast beyond the quantity provided for in clause 5.

10. The cost of works the execution of which under clause 9 of this Agreement is required to be carried out by the Company, shall be dealt with as follows:—

(*a*) All such works costing over R1,000 shall be charged to the Capital Account of the Railway, and paid for by the Tonk Durbar.

(*b*) Petty works costing not more than R1,000 each shall be charged to Revenue, and shall be met from the sum allowed to the Company for maintenance and working of the said Railway as hereinafter provided.

Provided always that if for any half-year the aggregate expenditure on petty works thereon shall exceed R20 per mile open in any half-year, such excess shall be charged to the Capital Account of the said Railway and shall be met by the Tonk Durbar.

11. The Company shall maintain the Railway in good repair and in good working order and condition up to the standard of its own line, and to the satisfaction of the Consulting Engineer, upon the following terms—that is to say, the cost and expenses of such maintenance shall be borne by the Company so far only as such maintenance shall be necessary to make good damage caused by the ordinary wear and tear incidental to the use and working of the said Railway and works by the Company, and the conveyance of traffic thereon by the Company, and not further or otherwise; and the Company shall not bear nor be put to any cost or expense for, or in respect of any repair, restoration, renewal, or replacement necessary to make good any damage that may occur to the said Railway and works, or any portion thereof, which may arise from defective original construction, or may be caused by weather, storm, accident or any extraordinary casualty not due to defects in the maintenance or working of the Railway by the Company and to the occurrence of which the Company shall not have in any way contributed by any act, neglect, or default of their own. Provided that, if in any case the Tonk Durbar and the Company shall not agree as to the liability of the Company under this section, the matter in question shall be referred to arbitration as hereinafter provided, and the decision arrived at on such arbitration shall be binding on both parties to the reference.

12. During the continuance of this contract the Company shall be in possession of and have entire control of the Railway, shall supply all staff required for the supervision, maintenance and working, including that for audit and accounts, and shall supply all locomotives and other rolling-stock, fuel and working stores required for the efficient working of the Railway.

13. The Railway Police will be provided by the Company, and three equal tenth parts of the cost of providing and maintaining the force from time to time employed will, in accordance with the procedure laid down by Government, be borne by the Tonk Durbar, the remaining seven-tenths being a charge against the Company. The term "Police" shall include the force required for law and order as well as that required for watch and ward.

14. The Company shall charge generally such rates, fares and tolls as are within the schedule of maxima and minima rates sanctioned by Government from time to time for the Indian Midland Railway, and shall make such rules, conditions and arrangements in respect of the traffic on the Railway as are now, or shall be from time to time, in force on the Indian Midland Railway; and it shall be understood that the Company will not make or give any undue or unreasonable preference or advantage to, or in favour of, any particular person or company, or any description

of traffic, or subject any particular person or company to any undue or unreasonable prejudice or disadvantage, but shall do all in its power to develop traffic on the Railway.

15. All costs, charges and expenses incurred by the Company in connexion with the maintenance, management, use and working of the Railway, and the conveyance of traffic thereon shall be paid by the Company, provided that, in the event of the telegraph lines and instruments not being the property of the Railway, the cost of the rent of the same shall be a charge against the Railway.

16. The gross receipts of the Railway are to be collected and treated as receipts of the Company, and the Company shall pay the same into the Government Treasury in the same way as their own earnings. The expression "gross receipts" as used in this Agreement, means and includes gross earnings from coaching and goods traffic, and moneys received by the Company from the working of any telegraphs or telegraphic appliances which are the property of the Railway, or of which the Government of India have allowed the Company the exclusive use for the purposes of the Railway; also all sums received as rent and all other sundry receipts usually treated as Railway revenue.

17. The Company shall keep distinct and separate accounts of the gross receipts of the Railway. Such accounts shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, or to such other days as may at any time be prescribed for the Indian Midland Railway, and so soon as the half-yearly accounts of the Company have been passed by the Consulting Engineer, and not later than three months after the close of each half-year, the Company shall render to the Tonk Durbar, through the Consulting Engineer, a summary of the account of the Railway, signed by the Consulting Engineer and by the Government Examiner of Accounts attached to the Indian Midland Railway.

18. The amount of the said gross receipts, ascertained as in the last preceding paragraph mentioned, shall be dealt with as follows, namely, for working and maintaining the Railway, as hereinbefore provided, the Company shall retain out of the said gross receipts a sum that shall bear the same percentage to the entire gross receipts of the Railway for each half-year as the aggregate working expenses of the whole System of the Company (including the Railway) shall bear to the gross receipts of that System for the same half-year, but such sum shall not in any half-year exceed 50 per cent. of the entire gross receipts of the said Railway for that half-year, and the said sum shall be accepted by the Company in full satisfaction for the supply of rolling-stock, plant and machinery, other than fixed machinery, and the managing, working and maintaining of the said Railway and works, in accordance with the provisions of this contract, and for the performance by the Company of every other obligation undertaken by them under this contract, with reference to the said Railway and works.

19. The remainder of the said gross receipts, after deduction of the sum so retained by the Company as aforesaid, shall be paid over to the Tonk Durbar in the manner prescribed by the Government of India. Every Revenue account shall be considered as settled at the expiration of three calendar months after the same shall have been submitted to the Tonk Durbar, but nevertheless any error which may subsequentenly be discoverd therein shall be corrected in the next or in any subsequent Revenue account.

20. All money transactions under this Agreement as between the Tonk Durbar and the Company shall be in British Government Rupees and the Company are to accept the British Currency only in payment of fares and rates.

21. If the Tonk Durbar and the Railway Company shall fail to agree touching any matter with respect to which their agreement is required by this contract, or if, in any case not herein specially provided for, any dispute, question, or controversy shall at any time arise between the Tonk Durbar and the Company touching this contract, or any clause or thing herein contained, or the construction thereof, or any matter connected with this contract or the operation thereof, or the rights, duties, or liabilities of either party in relation to the contract, then and in every such case the matter in regard to which the Tonk Durbar and the Company shall fail to agree, or the matter in difference, as the case may be, shall be settled by arbitration in a manner to be arranged between the Tonk Durbar and the Company with the approval of the Government of India.

APPENDIX W.

Memorandum of *Agreement made this Twelfth day of May One thousand eight hundred and ninety-nine between THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJAH SCINDIA OF GWALIOR (hereinafter called His Highness' Government) of the first part, and the INDIAN MIDLAND RAILWAY COMPANY, LIMITED (hereinafter called The Company), of the other part, for the working of His Highness The Maharajah's Railway forming a portion of the Guna-Baran Railway (hereinafter called The Railway) commencing at mileage 216 and 4,912 feet from Itarsi Junction in the direction of Baran and extending to mileage 238 and 4,642 feet from Itarsi Junction, in the same direction.

1. This Agreement shall remain in force until the expiration of the Principal† Contract subsisting between the Company and the Secretary of State for India, dated the 2nd of October 1885, or until the expiration of a period of ten years from the date of the opening of the Railway for public traffic of all kinds, whichever period shall first expire, and shall be determinable then, or upon the 30th June or the 31st December in any year thereafter, provided that not less than twelve months previous notice in writing has been given by one of the parties to this Agreement to the other of them.

2. The Railway during the term of this Agreement is to be worked by the Company as part of the undertaking, which consists of the Indian Midland Railway and Railways worked by the Company, subject to the same arrangements as are in force with the Company itself under the Principal Contract, except as hereinafter modified.

3. All communications of importance, or involving Capital expenditure, between His Highness' Government and the Company, under this Agreement, shall pass through the Resident at Gwalior and the Consulting Engineer to the Government of India, Lucknow Circle, or such other Officer as the Government of India may from time to time appoint to undertake the same general duties with respect to the Railway, as are entrusted to that Officer by the Government of India in respect to the Indian Midland Railway. All correspondence as to details in connexion with sanctioned works, and as to traffic and other matters, shall be carried on direct between the Resident at Gwalior and the Indian Midland Railway Company.

4. Within one year from the opening of the Railway, or as soon as possible before the expiration of that period, the Railway shall be completely constructed and equipped by and at the expense of His Highness' Government in a substantial and satisfactory manner, as to works, permanent-way, buildings, fixed machinery, and in all other respects, and stations and other buildings shall be fully equipped with the usual plant, fittings, furniture and appliances. All the works so carried out, including the permanent-way, buildings, machinery, plant, fittings, furniture, appliances and equipments, shall be up to the standard on which the Company's own line, buildings and works have been constructed and equipped, or shall be approved of by the Consulting Engineer.

5. A full section of permanent ballast or 84,000 cubic feet per mile of track laid on wooden sleepers outside cuttings, and 87,000 cubic feet per mile of track laid on steel sleepers, or in rock cuttings, shall be provided by and at the expense of His Highness' Government, and to meet the loss of ballast resulting from the subsidence of embankments, a further quantity of 8,000 cubic feet per mile of track in bank is to be provided by and at the expense of His Highness' Government. This ballast shall be distributed as follows:—In cuttings and on light banks (under 5 feet) and in station yards the permanent ballast shall be spread, or, with the sanction of the Engineer-in-Chief who is superintending the construction of the Railway, shall be stacked or laid in such manner as the Company shall approve; on embankments generally it should be stacked on cess, or in Depôt for subsequent use. All permanent-way on embankments, in the first instance, and before the opening for general traffic, is to be packed with temporary ballast of sand or sound moorum, or the best material obtainable in the district. The cost of distributing, spreading and packing the permanent ballast, which is chargeable to Capital, and has to be done by the Company, shall be settled finally before the line is taken over by the Company.

6. When the opening of the Railway for public traffic has been sanctioned by the Government of India, His Highness' Government shall, except as provided in clause 7, hand over the Railway to the Company, and the Company shall accept the Railway for the purposes of this Agreement, His Highness' Government guaranteeing to the Company full and undisturbed possession of the Railway at all times during the continuance of this Agreement.

7. The Engineer-in-Chief in charge of the construction of the Railway shall, within one year of the opening of the Railway, complete at the cost of His Highness' Government all additional works, fixed structures, machinery, etc., that may be necessary for the proper completion of the

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* Sanctioned in Government of India letter No. 396 R. T., dated the 27th April 1899, and in Board of Director's letter No 32, dated the 14th July 1899.

† Printed as Appendix II to Part II of the Administration Report on Indian Railways for 1885-86.

Railway in accordance with the requirements of the Company or the orders of the Consulting Engineer. Schedules shall be prepared by the representatives of the Railway and the Company showing the works which are considered necessary for the completion of the line within this period. Such works shall not include the spreading and packing of permanent ballast referred to in clause 5 above: and the permanent-way and existing works shall be maintained by the Company. A list giving particulars of all furniture and moveable equipment at stations shall be prepared as soon as the furniture and equipment have been fully provided, and shall be signed by a representative of the Railway and a representative of the Company.

8. Except as provided in clause 7, all additional works and alterations in existing works that are not of the nature of repairs or new minor works, which may from time to time be agreed upon between His Highness' Government and the Company, as necessary for the efficient working of the Railway, shall be carried out by the Company at the cost of His Highness' Government, on estimates sanctioned and approved by His Highness' Govenment and the Consulting Engineer.

9. For works which may be required after the first twelve months, the Company shall submit to His Highness' Government an estimate of the probable Capital requirements for the coming official year, and shall during the said year be at liberty to expend the amount mentioned in the estimate or such part thereof as may be necessary on objects properly chargeable to Capital without further reference to His Highness' Government, provided that if the expenditure is incurred on any work not specified in the said estimate, an explanation of the necessity for such expenditure shall be furnished to His Highness' Government at the earliest possible opportunity. Such estimates shall be submitted annually three months before the commencement of the official year. Or if, from any unforeseen circumstances, the total expenditure for which the esmitate has been submitted is likely to be exceeded, a fresh application for funds with supplemental estimate shall be made as early as possible. His Highness' Government shall, after approval of the estimates, place at the disposal of the Company ¼th of the whole amount for which the estimate has been submitted, and shall without delay meet all further demands from time to time up to the total amount of the estimate. These estimates shall not include provision for additional ballast beyond the quantity provided for in clause 5.

10. The cost of works the execution of which under clause 9 of this Agreement is required to be carried out by the Company, shall be dealt with as follows:—

(*a*) All such works costing over R1,000 shall be charged to the Capital Account of the Railway, and paid for by His Highness' Government.

(*b*) Petty works costing not more than R1,000 each shall be charged to Revenue, and shall be met from the sum allowed to the Company for maintenance and working of the said Railway as hereinafter provided.

Provided always that if for any half-year the aggregate expenditure on petty works thereon shall exceed R20 per mile open in any half-year, such excess shall be charged to the Capital Account of the said Railway and shall be met by His Highness' Government.

11. The Company shall maintain the Railway in good repair and in good working order and condition up to the standard of its own line, and to the satisfaction of the Consulting Engineer, upon the following terms—that is to say, the cost and expenses of such maintenance shall be borne by the Company so far only as such maintenance shall be necessary to make good damage caused by the ordinary wear and tear incidental to the use and working of the said Railway and works by the Company, and the conveyance of traffic thereon by the Company, and not further or otherwise; and the Company shall not bear nor be put to any cost or expense for, or in respect of any repair, restoration, renewal, or replacement necessary to make good any damage that may occur to the said Railway and works, or any portion thereof, which may arise from defective original construction, or may be caused by weather, storm, accident or any extraordinary casualty not due to defects in the maintenance or working of the Railway by the Company, and to the occurrence of which the Company shall not have in any way contributed by any act, neglect, or default of their own. Provided that, if in any case His Highness' Government and the Company shall not agree as to the liability of the Company under this section, the matter in question shall be referred to arbitration as hereinafter provided, and the decision arrived at on such arbitration shall be binding on both parties to the reference.

12. During the continuance of this contract the Company shall be in possession of and have entire control of the Railway, shall supply all staff required for the supervision, maintenance and working, including that for audit and accounts, and shall supply all locomotives and other rolling-stock, fuel and working stores required for the efficient working of the Railway.

13. The Railway Police will be provided by the Company, and three equal tenth parts of the cost of providing and maintaining the force from time to time employed will, in accordance with the procedure laid down by Government, be borne by His Highness' Government, the remaining seven-tenths being a charge against the Company. The term "Police" shall include the force required for law and order as well as that required for watch and ward.

14. The Company shall charge generally such rates, fares and tolls as are within the schedule of maxima and minima rates sanctioned by Government from time to time for the Indian Midland Railway, and shall make such rules, conditions and arrangements in respect of the traffic on the Railway as are now, or shall be from time to time, in force on the Indian Midland Railway; and it shall be understood that the Company will not make or give any undue or unreasonable preference or advantage to, or in favour of, any particular person or company, or any description of traffic, or subject any particular person or company to any undue or unreasonable prejudice or disadvantage, but shall do all in its power to develop traffic on the Railway.

15. All costs, charges and expenses incurred by the Company in connexion with the maintenance, management, use and working of the Railway, and the conveyance of traffic thereon shall be paid by the Company, provided that, in the event of the telegraph lines and instruments not being the property of the Railway, the cost of the rent of the same shall be a charge against the Railway.

16. The gross receipts of the Railway are to be collected and treated as receipts of the Company, and the Company shall pay the same into the Government Treasury in the same way as their own earnings. The expression "gross receipts" as used in this Agreement, means and includes gross earnings from coaching and goods traffic, and moneys received by the Company from the working of any telegraphs or telegraphic appliances which are the property of the Railway, or of which the Government of India have allowed the Company the exclusive use for the purposes of the Railway ; also all sums received as rent and all other sundry receipts usually treated as Railway revenue.

17. The Company shall keep distinct and separate accounts of the gross receipts of the Railway. Such accounts shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, or to such other days as may at any time be prescribed for the Indian Midland Railway, and so soon as the half-yearly accounts of the Company have been passed by the Consulting Engineer, and not later than three months after the close of each half-year, the Company shall render to His Highness' Government, through the Consulting Engineer, a summary of the account of the Railway, signed by the Consulting Engineer and by the Government Examiner of Accounts attached to the Indian Midland Railway.

18. The amount of the said gross receipts, ascertained as in the last preceding paragraph mentioned, shall be dealt with as follows, namely, for working and maintaining the Railway, as hereinbefore provided, the Company shall retain out of the said gross receipts a sum that shall bear the same percentage to the entire gross receipts of the Railway for each half-year as the aggregate working expenses of the whole System of the Company (including the Railway) shall bear to the gross receipts of that System for the same half-year, but such sum shall not in any half-year exceed 50 per cent. of the entire gross receipts of the said Railway for that half-year, and the said sum shall be accepted by the Company in full satisfaction for the supply of rolling-stock, plant and machinery, other than fixed machinery, and the managing, working and maintaining of the said Railway and works, in accordance with the provisions of this contract, and for the performance by the Company of every other obligation undertaken by them under this contract, with reference to the said Railway and works.

19. The remainder of the said gross receipts, after deduction of the sum so retained by the Company as aforesaid, shall be paid over to His Highness' Government in the manner prescribed by the Government of India. Every Revenue account shall be considered as settled at the expiration of three calendar months after the same shall have been submitted to His Highness' Government, but nevertheless any error which may subsequently be discovered therein shall be corrected in the next or in any subsequent Revenue account.

20. All money transactions under this Agreement as between His Highness' Government and the Company shall be in British Government Rupees and the Company are to accept the British Currency only in payment of fares and rates.

21. If His Highness' Government and the Railway Company shall fail to agree touching any matter with respect to which their agreement is required by this contract, or if, in any case not herein specially provided for, any dispute, question, or controversy shall at any time arise between His Highness' Government and the Company touching this contract, or any clause or thing herein contained, or the construction thereof, or any matter connected with this contract or the operation thereof, or the rights, duties, or liabilities of either party in relation to the contract, then and in every such case the matter in regard to which His Highness' Government and the Company shall fail to agree, or the matter in difference, as the case may be, shall be settled by arbitration in a manner to be arranged between His Highness' Government and the Company with the approval of the Government of India.

APPENDIX X.

Memorandum of Agreement between the GOVERNMENT OF INDIA AND HIS HIGHNESS THE MAHARAJA OF JODHPORE AND THE COUNCIL OF REGENCY, BICKANEER, for the construction of a railway on the metre gauge from Balotra to Hyderabad, and for the working of the section of the railway from the Jodhpore Frontier to Hyderabad.

1. *Construction of the line.*—The portion of the line from Balotra to Hyderabad within Marwar territory shall be constructed on the same standard as the Jodhpore-Bickaneer railway by, and at the cost of, the Jodhpore Darbar, and the portion within British territory shall similarly be constructed by, and at the cost of, the Government of India.

2. *Working of the line.*—The line shall be worked as a part of the Jodhpore-Bickaneer railway system, the Manager of that railway system being the Manager of the amalgamated undertaking.

3. *Rolling-stock.*—The whole of the rolling-stock required for working the railway from Balotra to Hyderabad shall be provided by, and at the cost of, the Jodhpore Darbar, and the Government of India shall pay to the Darbar in each half-year a sum equal to 5 per cent. of the gross earnings of the British section for the use of the rolling-stock required for the conveyance of traffic over that section, in addition to the working expenses payable under Clause 9.

4. *Rates and fares.*—The schedules of maxima and minima rates and fares and the classification of goods in force on the North-Western railway from time to time shall be in force on the British section of the railway, through rates being divided in mileage proportion.

5. *Services to the Government of India.*—All services which the Government of India may require to be rendered on the British section of the line to the Post Office, the Military Department, the Police Department or any other Department of the Indian Government, or to high Government officials, shall be performed on the same conditions and at the same rates as may be in force from time to time on other railways of the same gauge belonging to the Government of India.

6. *Telegraphs.*—The telegraph line on the section of the railway in Jodhpore territory shall be constructed and maintained by the Imperial Telegraph Department on the same terms as regards charges for rent and maintenance as may be from time to time in force on State railways in British India. The Jodhpore Darbar shall work the line in strict accordance with the rules which have been, or which may from time to time be, authorised by the Governor General in Council for adoption and working of licensed telegraph lines in British India.

7. *Police.*—The law and order police maintained on the Jodhpore and Bickaneer railways, and on the new extension shall be provided by the Government of India, the amount representing the cost of the law and order police in Jodhpore and Bickaneer territory being subsequently recovered from the Darbars. The cost of the watch and ward police shall be debited to the working expenses of the amalgamated undertaking.

8. *Earnings.*—The gross earnings of the sections of the railway in British and Jodhpore territory shall be separately recorded. All earnings from telegraphs, wharfage, demurrage, sale of goods, terminals, etc., at a station shall be treated as earnings of that station. All traffic earnings shall be remitted to the Jodhpore State treasury, and as soon as each month's accounts are audited, 45 per cent. of the gross earnings of the British section for that month shall be paid to the Government of India, the balance whether in favour of the Darbar or the Government of India being adjusted at the close of each half-year as soon as possible after the Revenue Accounts are rendered.

9. *Working Expenses.*—The working expenses of the amalgamated undertaking excluding the cost of maintenance, shall be divided between the British and Native State sections of the line in the ratio of the gross earnings of each section. The maintenance charges shall be the actual expenditure in each section of the line for *direct* charges, and for *joint* charges, such as salary allowances and other expenses of the Chief Engineer, the proportion due in the ratio of gross earnings.

10. *Audit of Accounts.*—The accounts shall be compiled and audited by the Bombay, Baroda and Central India Railway Company on terms to be settled between that company and the contracting parties. As an alternative arrangement, at the option of the contracting parties, an Auditor shall be appointed on pay to be agreed upon.

11. *Undue Preference.*—The railway shall not, as between members of the public, make or give any undue or unreasonable preference or advantage to or in favour of any person or company or any particular description of traffic, or subject any particular person or company to any undue or unreasonable prejudice or disadvantage. The Government of India shall have full power for the purposes of this clause to decide whether any preference, advantage, prejudice or disadvantage is undue or unreasonable.

12. *Duration of the Agreement.*—This agreement as regards the working of the railway shall have effect from the date of opening of the same to public traffic, and shall remain in force until determined by one of the parties thereto giving 12 calendar months' previous notice in writing of the termination thereof. Such notice shall take effect only on the 1st day of January or 1st day of June in any year.

APPENDIX Y.

Memorandum of Agreement between the SOUTHERN MAHRATTA RAILWAY COMPANY, (hereinafter called the SOUTHERN MAHRATTA RAILWAY), HIS HIGHNESS the NIZAM'S GUARANTEED STATE RAILWAY COMPANY (hereinafter called the NIZAM'S GUARANTEED STATE RAILWAY) and the EAST COAST STATE RAILWAY, (hereinafter called the EAST COAST RAILWAY) for the interchange of traffic at BEZWADA, and for the use in common by the three Railways of East Coast Railway's existing station at BEZWADA; also for additions and alterations which may be required thereat from time to time, for the traffic of the three Railways, as well as for the maintenance and renewal of the Joint Station and the working of the traffic of the three Railways at that Station.

CLAUSE I.

This Agreement shall be considered as having effect from the 1st July 1899 or from such date as Tadepalli Tranship station is* opened for transhipment of goods traffic and shall be subject to revision from time to time, but shall remain in force until the expiration of not less than six months' notice from any one of the three Railways, such notice to expire only on the 30th June or 31st December, in any year. The Railway giving notice to revise or cancel this Agreement shall furnish three months previous to the expiration of each notice, a new draft Agreement embodying all amendments and revisions proposed, such new draft Agreement shall be furnished to the railway or railways concerned within the time specified herein.

CLAUSE 2.

Unless there is something contrary or repugnant in the context, the following terms are throughout this Agreement to bear the meaning and interpretation named below, *viz.* :—

I.—"Stations, traffic, vehicles, rates, fares, etc., of the East Coast, Southern Mahratta, and Nizam's Guaranteed State Railways respectively" mean and include the stations, traffic, vehicles, rates, fares, etc., of that and other railways with which the East Coast, Southern Mahratta and Nizam's Guaranteed State Railways may respectively have through traffic arrangements from time to time.

II.—"East Coast Railway local traffic" means all traffic booked or invoiced between Bezwada Junction station and any station or *viâ* any station on the East Coast Railway other than Tadepalli Tranship station.

III.—"Southern Mahratta Railway local traffic" means all traffic booked or invoiced between Bezwada Junction station and any station or *viâ* any station on the Southern Mahratta Railway other than Tadepalli Tranship station.

IV.—"Nizam's Guaranteed State Railway local traffic" means all traffic booked or invoiced between Bezwada Junction station and any station or *viâ* any station on the Nizam's Guaranteed State Railway.

V.—"Interchange Coaching traffic" means—

(*a*) All traffic booked or invoiced through, between or *viâ* any station of the East Coast Railway other than Bezwada, and any station or *viâ* any station of the Southern Mahratta Railway other than Bezwada.

(*b*) All traffic booked or invoiced through, between or *viâ* any station of the East Coast Railway other than Bezwada, and any station or *viâ* any station of the Nizam's Guaranteed State Railway other than Bezwada.

(*c*) All traffic booked or invoiced through, between or *viâ* any station of the Nizam's Guaranteed State Railway other than Bezwada, and any station or *viâ* any station of the Southern Mahratta Railway other than Bezwada.

VI.—"Interchanged goods traffic" means—

All traffic booked or invoiced between or *viâ* any station of the East Coast Railway other than Bezwada, and any station or *viâ* any station of the Nizam's Guaranteed State Railway other than Bezwada.

NOTE.—This includes goods traffic booked between the Southern Mahratta Railway and the Nizam's Guaranteed State Railway and its connected Railways *viâ* Tadepalli Tranship station, such traffic being treated as interchanged at Bezwada between the East Coast Railway and the Nizam's Guaranteed State Railway.

VII.—"Through or passing traffic" means all traffic of the East Coast Railway between or *viâ* stations on either side of Bezwada.

NOTE.—Goods traffic interchanged at Tadepalli Tranship station between or *viâ* any station on the East Coast Railway north of Bezwada and the Southern Mahratta Railway shall be treated as passing traffic.

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* Open on the 15th August 1899.

VIII.—"Joint Station Staff" means staff of all kinds including Police employed in the joint business of the station as per Schedule, Appendix A, of the Agreement.

IX.—"Running Staff" means and includes Drivers, Firemen, Guards, Brakesmen and other staff that may be employed in the actual working of trains.

X.—"Trains" mean and include engines, whether with or without brakes or other vehicles.

XI. (*a*)—"The Joint Station Expenses" mean all expenses which the East Coast Railway may incur in working the station including the provision of stores, stationery, forms, etc., required for joint purposes, the lighting of the station and signals, the cost of cleaning and conservancy, rent and maintenance of telegraph instruments, batteries and other charges of the Government Telegraph Department, in connection with the telegraphs within station limits and all other expenses incidental to, or connected with the working of the station, and also interest on the capital cost of the Joint Station premises as well as the cost of their maintenance and renewal as provided in Clause 5.

(*b*) Actual expenses incurred in working local goods sheds and in pay ng certain of its own staff for the local goods work of each Railway are not to be included in Joint Station Expenses.

(*c*) Each Railway must do its own shunting including provision of drivers or effect it by such arrangements as may be mutually agreed upon.

CLAUSE 3.

Station Limits.—The limits of the Bezwada Junction station for the purpose of working shall be the distant signals on each Railway and all signals within the Joint stations as well as the distant signals shall be worked by the East Coast Railway.

CLAUSE 4.

Joint Premises.—The East Coast Railway's existing works and premises including machinery, furniture, plant, and all equipments to be used in common for the joint purposes by the three Railways using the junction shall be those which are mentioned in Appendices B and C to this Agreement, and the total of the amount set opposite to the several items in these Appendices shall be that upon which rent is to be charged as provided in Clause 5 of this Agreement. No addition shall be made to these appendices without the previous consent of the three Railways.

CLAUSE 5.

Rent.—An annual charge for rent and maintenance at the rate of 6½ per cent. per annum for joint works, structures, machinery and plant, including furniture, and 9 per cent. for ballast and permanent-way, points and crossings (to include maintenance and renewal), in joint use between the three Railways working into the junction shall be charged to the Joint Station Expenses Account upon the expenditure shown in Appendices B and C referred to in Clause 4 and upon the cost of alterations and additions and of new works for joint use provided under Clause 6 of this Agreement. No charge shall be made to the joint account in respect of repairs or renewals of furniture or working plant included in Appendix C other than the above percentage.

CLAUSE 6.

Expenditure on Revenue Minor Works.—

I.—Any expenditure which may be required from time to time for joint use of the three Railways using the junction upon minor works and upon minor additions and alterations of existing premises which is chargeable to Revenue under the rules in force from time to time on the East Coast Railway, on the parts of the joint station premises, which are used in common by the three Railways shall be debited to the Joint Station Expenses Account. A separate account of such expenditure, on which no interest shall be charged, being kept for the purposes of Clause 8.

II.—The East Coast Railway shall execute all such additions and alterations and new minor works chargeable to Revenue upon plans and estimates, which shall be agreed to by the three Railways using the junction before the work is commenced, and the East Coast Railway shall also execute the work of maintenance and renewal of all premises and works which are used in common, from time to time by the three Railways working into the Junction, within the limits of the Joint Station.

III.—Exclusive of ordinary repairs, any works of the nature described in Clause 6 (I and II) which are chargeable to Revenue and are required for the exclusive use of any one or more Railways, shall be executed by the East Coast Railway, but the cost shall be paid to East Coast Railway by the Railway, or Railways concerned and shall be included in the separate account referred to in Clause 6 (I).

CLAUSE 7.

Expenditure on Major Works.—

I.—Within its own boundary, the East Coast Railway shall provide and maintain all accommodation and structures that may be required for the exclusive use of any one Railway,

or for the exclusive use of any two Railways using the junction, or for the joint use of the three Railways concerned.

Incidence of Rent Maintenance Charges.—

II (*a*). The charge for rent, inclusive of maintenance, of works provided for the exclusive use of one Railway shall be paid by that Railway to the owning Railway at the rates mentioned in Clause 5.

(*b*). The charge for rent, as described in Clause 5, inclusive of maintenance, of works provided for the exclusive use of any of the two Railways shall be proportionately divided between those two Railways and shall be paid to the owning Railway.

(*c*). The charge for rent as described in Clause 5 shall include charges on capital outlay incurred by the owning Railway in providing machinery, plant or furniture.

Previous consent to additions and alterations.—

III.—All new works and additions and alterations shall be executed by the East Coast Railway upon plans or estimates which shall be agreed to by the Railways concerned before the work is commenced.

CLAUSE 8.

Compensation for Outlay.—Upon the termination of this Agreement, the amount of compensation to be paid to or by each of the Railways for capital expenditure incurred on Major or Revenue Minor works shall be determined by mutual agreement, or, if necessary, by arbitration as provided for hereinafter.

CLAUSE 9.

Through booking.—All descriptions of traffic shall be freely interchanged subject to the Conference Rules for the time being in force.

CLAUSE 10.

I. *Interchange of Traffic.*—The interchange of traffic under this Agreement, shall include traffic to or from other Railways, Out-agencies, and Steam ship Companies with which any of the three contracting Railways has established or may hereafter establish through booking. This interchange of traffic shall be carried on in accordance with the Conference Rules in force at the time, as far as these are applicable to the traffic and working between Railways of different gauges.

II. No rolling-stock shall be tendered for interchange which does not conform to the standard dimensions prescribed by the Government of India.

CLAUSE 11.

Adoption of Rules of Railway Conference of 1893.— The rules for the interchange of traffic and rolling-stock between Railways, as adopted at the Railway Conference of 1893, shall be adhered to, subject to any modifications which have been, or may be, agreed to at any subsequent Conference, or which may be adopted on a reference through the President of the Railway Conference in accordance with the rules of procedure or by mutual consent.

CLAUSE 12.

Appointment of Station Staff.—

I.—The staff for working the Joint Station shall be appointed and controlled by the East Coast Railway, and the cost thereof charged to the Joint Station account as determined by para. II below.

II.—The monthly cost of Joint Station staff, shall be agreed upon from time to time by the three Railways and embodied in a schedule Appendix A, the staff to be employed being restricted to the number and cost shown in Appendix A. Within these limits the East Coast Railway shall have full powers to re-arrange or modify the numbers of the staff and their rates of pay; but no increase shall be made to the numbers or salaries of the staff which involves any outlay in excess of the maximum, from time to time specified in that Appendix.

III.—In the event of the traffic necessitating immediate increase to the staff above the expenditure fixed in Appendix A, the East Coast Railway may make provisional arrangements subject to the subsequent approval of the other Railways using the Junction, such increases to the staff to be notified to the other Railways within one week of appointment.

IV.—The whole of the staff of the Southern Mahratta Railway and of the Nizam's Guaranteed State Railway while within the limits of the Joint Station premises and sidings used for traffic purposes, shall obey and be bound by all the rules, regulations, and also by all instructions from time to time in force or which may be issued by the authorities of the East Coast Railway, who shall have the same rights and control over the staff of the Southern Mahratta Railway and the Nizam's Guaranteed State Railway as if they were the staff of the East Coast Railway, except in so far as the said rules, regulations and instructions may affect the local booking of such goods traffic as is excluded from the terms of this agreement.

V.—With the exception of such local goods traffic as is specially excluded from the operation of this agreement the Joint Station staff will deal with all interchanged and passing traffic and also with all local traffic of the three Railways if conducted within the limits of the Joint Station. The traffic of the three Railways shall, with the exception of the local goods traffic above referred to, be dealt with in the same manner as if it belonged to one Railway only, no undue preference being given to that of any one Railway.

CLAUSE 13.

Duties of Joint Staff.—The business of each Railway shall have equal attention at the hands of the Joint staff who must carry out the instructions of the officers of the three Railways concerned. Should the Joint staff fail in any way to carry out the instructions of the duly authorized officers of the Railway concerned, the matter shall be reported to the Manager of the East Coast Railway, who shall take such steps as will prevent its recurrence.

CLAUSE 14.

Breach of Rules and Regulations.—Any breach of rules and regulations by servants of any of the three Railways within the Bezwada station limits shall be dealt with by the administration of the Railway concerned, and in case of dispute as to interpretation of the rules and regulations, the matter shall be referred to the Manager of the East Coast Railway, whose decision shall be final.

CLAUSE 15.

Tickets and Returns, Inspection of Accounts, etc.—

I.—Each Railway shall provide the tickets, forms, etc., required for its own traffic at the Joint Station.

II.—The Joint Station staff shall keep all such books, statements and returns as may be required by each Railway and shall render such returns as each Railway may require, in reference to its own traffic direct to the authorities of that Railway from time to time.

II.—All joint traffic books and statements at the Joint Station and all interchanged goods parcels, and other traffic books and records, so far as they relate to the interchanged, passing or local traffic of the Railway or Railways desiring inspection, shall be, at all times, open to inspection by any authorized officer or officers of the three Railways.

CLAUSE 16.

Stores, Watering and Greasing, and Oiling Rolling-Stock.—

(*a*). Each Railway shall provide at its own cost all stores for its own exclusive use and shall make its own arrangements for greasing, oiling, examining, and repairing its own engines and other rolling-stock at the Joint Station.

(*b*). The East Coast Railway shall arrange to supply the whole of the water required and shall recover from the Southern Mahratta Railway and Nizam's Guaranteed State Railway the cost, as mutually arranged, of the actual quantity used by the Railways concerned.

(*c*). Each Railway shall also supply, for its own trains, lamps, oil, wicks, etc., and shall do the work of lighting its own trains.

CLAUSE 17.

Municipal and Professional Taxes.—Municipal and professional taxes paid to the Bezwada Municipality shall be charged to the Joint Station Expenses.

CLAUSE 18.

Credits to Station Expenses.—All sums which may be realized by the sale of lost and unclaimed and damaged property, the rent of refreshment rooms, receipts for left luggage, sale of licenses, fruit, sweetmeats, fines and all other incidental receipts at the Joint Station shall be credited to the Joint Station Expenses account.

CLAUSE 19.

Provident Fund.—The share of bonus of the East Coast Railway payable by that Railway to the Joint Station staff, as actually employed on the last day of each half-year, under the rules of its Provident Institution for the time being in force, shall be debited half-yearly to the Joint Station Expenses.

CLAUSE 20.

Accidents, Damages or Losses, etc.—

I.—Each Railway shall be responsible for all damages occurring to its own engines and vehicles and traffic therein, and to engines and vehicles and traffic therein belonging to any Railway a party to this Agreement, or to those of any other Foreign

Railway when such engines and vehicles and traffic therein are attached to its own trains.

II.—Each Railway shall be responsible for damages or accidents caused by its own running staff within the limits of the Joint Station.

III.—Except as provided in I and II, all damages or accidents which may be caused in the Bezwada Junction yard to the public, to the stock and traffic therein of the three Railways that are parties to this Agreement, or to the stock and traffic therein of Foreign Railways that are not parties to this Agreement, and all damages or losses however and from whatever cause they may arise within the limit of the Joint Station shall be charged to the Joint Station Expenses Account.

IV.—Notice of all accidents, damages, losses, etc., connected with joint working, which may occur within the limits of the Joint Station, shall be sent, in accordance with the rules in force for reporting accidents on each Railway from time to time, to the officers of the three Railways immediately such accidents, loss, etc., occur.

CLAUSE 21.

Division of Expenses.—

I (*a*).—In consideration of the passing or through traffic of the East Coast Railway as defined in Clause 2, Paragraph VII, with which the Southern Mahratta Railway and the Nizam's Guaranteed State Railway, are not concerned, a certain percentage of the Joint Station Expenses Account, as defined in Clause 2, Paragraph XI of this Agreement, shall be paid by the East Coast Railway.

(*b*).—The share to be paid by the East Coast Railway, shall be calculated on half the actual weight of the "passing traffic" as defined in Clause 2, Paragraph VII. For this purpose half the actual weight of the "passing traffic" of the preceding half-year shall be adopted, except in the case of the first half-year for which half the actual weight of that period shall be adopted.

(*c*).—After deducting from the Joint Station Expenses Account the proportion to be paid by the East Coast Railway for passing traffic, the remainder shall be paid in proportion to the weight of traffic of each of the three Railways, in the following manner. The respective weights to be adopted being those of the preceding half-year with the exception of the first half-year, for which the actual weight of that period shall be adopted :—

East Coast Railway—

Local coaching traffic . . . . Total in and out.
Goods booked or invoiced and received at the Joint Station . Total in and out.
Half the interchanged coaching traffic between the East Coast and Southern Mahratta Railways.
Half the interchanged coaching and goods traffic between the East Coast and Nizam's Guaranteed State Railways.

Southern Mahratta Railway—

Local coaching traffic . . . . Total in and out.
Goods booked or invoiced and received at the Joint Station . Total in and out.
Half the interchanged coaching traffic between the East Coast and Southern Mahratta Railways.
Half the interchanged coaching traffic between the Southern Mahratta and Nizam's Guaranteed State Railways.

Nizam's Guaranteed State Railway—

Local coaching traffic . . . . Total in and out.
Goods booked or invoiced and received at the Joint Station . Total in and out.
Half the interchanged coaching and goods traffic between the East Coast and Nizam's Guaranteed State Railways.
Half the interchanged coaching traffic between the Southern Mahratta and Nizam's Guaranteed State Railways.

II.—For the purposes of this division of Joint Station expenses the weight of goods traffic shall be reckoned upon the actual weight according to the invoices excluding live-stock and carriages and each passenger shall be taken as equivalent to one-tenth of a ton of goods, no account being taken of coaching traffic other than passenger. Fractions of a maund shall be dealt with in accordance with tariff rules.

CLAUSE 22.

Station-to-Station Fares.—The distance between Bezwada and its own stations shall be furnished by each Railway to the other two, but the amounts to be charged upon interchanged traffic shall be furnished by the Railway concerned, in the form of station-to-station rates in order to avoid any calculation of charges according to distance.

CLAUSE 23.

Letters and Telegrams.—Letters and telegrams relating to joint business and interchanged and passing traffic shall be interchanged free of charge between the three Railways.

CLAUSE 24.

Division of Minimum Charges.—Minimum charges of goods, luggage and parcels shall be divided between the Railways concerned in proportion to mileage, the minima being those defined in the Conference Rules for the time being in force.

CLAUSE 25.

Instructions.—The instructions of each Railway as to charges on traffic for its own line shall be furnished by the administrations of the respective Railways to the Joint Station staff and shall be acted upon.

CLAUSE 26.

Responsibility of each Railway for collecting charges.—Each Railway shall be responsible for collecting and paying over to the others all charges due to the others on all traffic received with the exceptions noted below, which must be collected in full by the forwarding Railway, namely :—

(*a*) Charges on live-stock of every description.

(*b*) Charges for all articles, goods or parcels, which, according to the rules of the forwarding Railway, are required to be prepaid, including all perishable articles.

(*c*) Charges on Commissariat, Ordnance, Medical and other Government stores booked on credit note or which may be prepaid.

(*d*) Passengers' fares, freight on passengers' luggage, specie, carriages, etc., and charges on insurance.

(*e*) Charges on all articles booked and carried in charge of the owner.

CLAUSE 27.

Errors in Calculation.—Errors in calculation, freight, weight, description, etc., in coaching and goods traffic shall be dealt with in accordance with the Conference Rules for the time being in force.

CLAUSE 28.

Altering Invoices.—The receiving Railways shall not reduce the charge mentioned on the Invoice, or through way-bill, without consent of the forwarding Railway, but errors due to classification, or rate, or calculation may be corrected.

CLAUSE 29.

Undercharges.—Undercharges on consignments whether "Paid" or "To pay" unless booked under credit note shall be debited to the receiving station with the exception of items in Clause 26.

CLAUSE 30.

Overcharges.—All overcharges not claimed by consignee shall belong to the Railway by which the charges are collected.

CLAUSE 31.

Adjustment of Claims.—Claims on interchanged traffic shall be adjusted and dealt with in accordance with the Conference Rules for the time being in force. All claims for compensation on local and passing traffic shall be settled by the Railways concerned.

CLAUSE 32.

Demurrage.—On giving 24 hours' notice on either side, the usual demurrage and penalty shall be payable by any of three Railways failing to supply wagons or vehicles, or for delaying transhipment in time to permit of the release of other Railways' stock within the time allowed, under the Conference Rules for the time being in force, after the arrival of such wagons at the junction.

CLAUSE 33.

Delivery of Rolling-Stock at Bezwada.—All stock shall be handed over to the Joint Station staff in accordance with the Conference Rules for the time being in force.

CLAUSE 34.

Notice to Limit Traffic.—If at any time any one of the Railways shall be unable, from any cause, to receive and forward all the traffic tendered by the other, it shall be competent for the receiving Railway to give notice, of not less than 7 days, naming the maximum quantity it will be prepared to receive and forward, and the period during which the restriction will be necessary and during such period the said Railway shall not be bound to receive more than the quantity so specified.

CLAUSE 35.

Fractions of Weight.—In booking goods, luggage and parcels, fractions in weight shall be treated in accordance with the Conference Rules for the time being in force.

CLAUSE 36.

Fractions of Charges.—In calculating charges, fraction of an anna of 6 pies and over shall be charged as one anna, and fractions which are less than six pies shall be dropped. This rule applies not only to the gross charge made to the public, but also to any Railway's proportion, of the gross charge as well as to Government and private luggage booked on a warrant.

CLAUSE 37

Equivalent of a Ton and Maund.—The equivalent of a ton in maunds, and a maund in pounds, is that decided by the Conference Rules.

CLAUSE 38.

Adjustment of Accounts.—The Audit Offices of the Railways concerned shall exchange weekly Division Sheets, each Railway shall have, in division, its own rates, and fares as quoted for interchanged traffic in accordance with Clause 22, except in the case of insurance and traffic divisible on mileage between the Railways concerned Each Railway shall account for all inward through goods, live-stock, parcels and outward coaching traffic (except parcels) within 3 weeks from the date the traffic passes Bezwada Junction. A monthly settlement of accounts based on division sheets, bills and statements shall be made, on the understanding that all accounts shall be accepted as rendered, and that errors, which may be afterwards brought to notice, shall be adjusted in subsequent accounts.

CLAUSE 39.

Disputes, Arbitration.—(*a*) In case of any difference of opinion between the three Railways as to the construction of any part of this Agreement, or as to its application to any particular case, any one Railway shall be entitled to call for arbitration to be conducted in the ordinary way, each Railway nominating its own arbitrator and should the arbitrators so appointed fail to agree, they, that is the arbitrators so appointed, shall nominate an umpire. The decision of the arbitrators or their umpire shall be final and binding upon the three Railways, in regard to the matter or matters, which may be referred to him or them.

(*b*) But if any one or two of the three Railways shall fail to nominate an arbitrator within 8 weeks after notice to call for an arbitration has been given to such Railway or Railways, by any one Railway, the Railway giving such notice may nominate its own arbitrator or arbitrators and in such case the decision of the one arbitrator or arbitrators, so appointed, shall be binding and conclusive upon the three Railways.

CLAUSE 40.

This Agreement is to be subject to the sanction of the Government of India*, the Board of Directors of the Southern Mahratta Railway† and the Board of Directors of the Nizam's Guaranteed State Railway.‡

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* Sanctioned in Government of India letter No. 831 R. T., dated the 4th September 1899.
† In Southern Mahratta Railway Board's letter No. 364, dated the 13th October 1899
‡ Approval of Board of Directors' communicated in Agent and Manager's letter No. 6368G, dated the 6th November 1899.

WORKING AGREEMENT OF BEZWADA JOINT STATION.

APPENDIX A.

SUB-SCHEDULE NO. 1.

Maximum limit of Joint Station staff jointly sanctioned by the three Railways concerned for employment at the Bezwada Joint Station under the terms of Clause 12 of the Agreement.

NAMES.	No.	Salary per month.	REMARKS.
		Rs.	
Station Master	1	230	
Assistant Station Master	1	95	
Do. Do.	1	40	
Booking Clerk	1	50	
Assistant Booking Clerks	2	50	
Luggage and Parcel Clerk	1	50	
Assistant Luggage and Parcel Clerks	2	40	
Transhipment Clerks	5	135*	
Station Clerk	1	25	
Ticket Collectors	4	30	
Number-takers	4	85	
Signallers	9	210	
Telegraph Peons	2	12	
Shunting Jamadars	5	50	
Points Jemadar	2	25	
Pointsmen	25	200	
Lampmen	3	25	
Porters	2	12	
Bhisties	2	14	
Yard Foreman	1	50	
Sweepers	4	30	
Gatemen	11	66	
Watch Jamadar	1	10	
Watchmen	10	90	
Sealer	1	7	
Punkha Cooly	1	4	
Stamps, paste, etc., Imprest	...	10	
Relieving Staff	...	25	
Hot weather establishment	...	25	
Goods handling charges	...	600*	
Parcels and Luggage charges	...	30	
TOTAL	...	2,375	
GOODS SHED STAFF NOT CHARGEABLE TO SOUTHERN MAHRATTA RAILWAY WHICH PAYS ITS OWN GOODS STAFF.			
Goods Clerk	1	70	
Assistant Goods Clerk	1	25	
Do. do.	1	25	
Marker	1	10	
Porter	1	6	
TOTAL	...	136	
GRAND TOTAL	...	2,511	

* These items to be excluded from the Joint Station expenses account division of charges being made on actual service rendered to each Railway.

WORKING AGREEMENT OF BEZWADA JOINT STATION.

APPENDIX B.

SUB-SCHEDULE No. 1.

List of Joint works used by all three Railways.

Item.	NAME OF WORK.	Amount.	Rent and Maintenance. 6¼%	Rent and Maintenance. 9%
		Rs.	Rs.	Rs.
5	Passenger station	32,084		
6	Passenger platform	7,850		
8	Goods do.	6,353		
9	Pointsmen's lodges	1,265		
10	Latrines	2,858		
11	Approach road	5,816		
12	Fencing station yard	4,542		
14	Refreshment room	381		
15	Station flooring	172		
16	Post office	810		
17	Signallers' and coaching clerks' quarters	8,566		
20	Menial Porters' quarters	8,124		
22	Linemen's houses	1,746		
23	Engineer's rest-house (used as joint staff quarters)	14,582		
27	Temporary cholera shed	81		
28	Station Master's quarters	6,477		
32	Tank house	11,107	1,61,640	
34	Pump house	6,163		
35	Water columns	1,433		
36	Cast iron pipes for water connections	1,513		
37	Platform crane	712		
38	Station signals	3,447		
39	Distant signals with connections	1,096		
40	Disc signals	408		
45	Horse and carriage docks	725		
48	Weigh-bridges	5,236		
53	Water-works	2,327		
54	Piping	9,750		
57	Watering arrangements	2,964		
58	Stand-cock	573		
59	Tools and plant	4,007		
62	Deep well pump on abutment of Kistna Bridge	3,480		
63	Tanks and staging	4,043		
1	Earth work	25,381	25,381	...
2	Minor bridges and culverts	4,855	4,855	...
3	Ballast	13,575	...	13,575
4	Permanent-way	1,40,300	...	1,40,300
41	Points	4,743	...	4,743
42	Crossings including guard rails	4,302	...	4,302
43	Points and crossings	5,212	...	5,212
49	Alteration of siding to weigh-bridge	373	373	...
50	Weighing machine	415	415	...
51	Dead buffer and Scotch blocks	312	312	...
55	Buffer stops	179	179	...
56	Scotch blocks	44	44	...
	TOTAL	3,61,331	1,93,199	1,68,132

This Sub-Schedule does not include the cost of land Rs. 39,200, separate reference will hereafter be made to Government whether in a revised agreement a charge of 4 per cent. per annum should be debited to Joint Station expenses to cover interest exclusive of maintenance.

When completed and their cost is known, the following works will be added to Sub-Schedule No. I, *viz.*:—

(*a*) 24 Menials' quarters.

(*b*) 8 Signallers' quarters.

(*c*) 1 Assistant Station Master's quarters.

(*d*) The cost of improving the water-supply of the Junction by laying pipes of greater capacity between the pump at the Kistna Bridge North abutment and the station including the cost of providing extra storeage tanks.

WORKING AGREEMENT OF BEZWADA JOINT STATION.

APPENDIX B.

SUB-SCHEDULE NO. 2.

List of works exclusively used by H. H. the Nizam's Guaranteed State Railway Company, Limited, to be dealt with in terms of paragraph 2 (a) of Clause 7 of the Agreement.

Item.	NAME OF WORK.	Amount.	REMARKS.
		Rs.	
19	Running-room	7,712	All chargeable at the rate of 6¼ per cent. per annum.
21	Rest-house for Nizam's Railway Officers	3,500	
29	Engine shed	18,153	
30	Ashpit	1,999	
31	Washing out apparatus	603	
33	Pumps for stations	688	
44	Wells and tanks	3,101	
	TOTAL	35,816	

SUB-SCHEDULE NO. 3.

List of works exclusively used by the East Coast Railway to be dealt with in terms of paragraph 2 (a) of Clause 7 of the Agreement.

Item.	NAME OF WORK.	Amount.	REMARKS.
		Rs.	
13	Hospital with out-houses	9 443	All chargeable at the rate of 6¼ per cent. per annum.
24	Guards' quarters	1,792	
25	Guards' and Drivers' quarters, No. 1	652	
26	Do. do No. 2	652	
60	Subordinates' quarters	2,310	Sold to zenana mission.
	TOTAL	14,849	

SUB-SCHEDULE NO. 4.

List of works used jointly by the East Coast Railway and H. H. the Nizam's Guaranteed State Railway Company, Limited, to be dealt with in terms of paragraph 2 (b) of Clause 7 of the Agreement.

Item.	NAME OF WORK.	Amount.	REMARKS.
		Rs.	
7	Goods shed	8,868	All chargeable at the rate of 6¼ per cent. per annum.
18	Goods and Transhipment clerks' quarters	6,836*	
46	Engine turn-table	12,897	
47	Fuel stages	17	
52	Dock on the Ellore canal	74,875	
	TOTAL	1,03,493	

* Should the Southern Mahratta Railway hereafter occupy any of these quarters the item should be transferred to Sub-Schedule 1.

WORKING AGREEMENT OF BEZWADA JOINT STATION.

APPENDIX C.

Tools and Plant at Bezwada Joint Station.

No.	Articles.	No.	Value of each.			Amount.			Remarks.
			Rs.	a.	p.	Rs.	a.	p.	
	Station Inspector's Office.								
1	Almirahs, wooden	1	90	0	0	90	0	0	
2	Badges, silver, S. M.	1	3	0	0	3	0	0	
3	Buckets, iron, galvanized	3	1	15	6	5	14	6	
4	Chairs, arm	2	8	0	0	16	0	0	
5	Clocks, office	1	20	0	0	20	0	0	
6	Lamp, hanging	1	24	2	0	24	2	0	
6a	Pigeon holes	1	25	0	0	25	0	0	
7	Racks, wooden	1	90	0	0	90	0	0	
8	Shelf, book	1	45	0	0	45	0	0	
9	Scale, letter weighing	1	6	14	2	6	14	2	
10	Safes, cash, station	2	167	7	9	334	15	6	
11	Scales, brass, station	3	1	12	0	5	4	0	
12	Stretcher, canvas	1	5	0	0	5	0	0	
13	Stretcher, rattan	1	10	0	0	10	0	0	
14	Table with drawers	1	40	0	0	40	0	0	
15	Table, dressing	1	20	0	0	20	0	0	
16	Table, side, occasional	1	30	0	0	30	0	0	
17	Trap, rat	1	0	10	0	0	10	0	
	Platform.								
1	Badges, vendors	6	3	0	0	18	0	0	
2	Do. coolies	12	3	0	0	36	0	0	
3	Do. Pointsmen	24	2	6	0	57	0	0	
4	Do. Watchmen	9	2	6	0	21	6	0	
5	Do. Watch Jamadar	1	2	4	0	2	4	0	
6	Do. Line do.	4	2	4	0	9	0	0	
7	Do. Telegraph peon	2	2	12	0	5	8	0	
8	Benches, platform	4	50	0	0	200	0	0	
9	Bells, hand	1	6	6	3	6	6	3	
10	Do. engine tender	1	7	7	7	7	7	7	
11	Barrows, platform	1	150	0	0	150	0	0	
12	Board, native zinc	5	5	0	0	25	0	0	
13	Chains, safety	12	1	12	0	21	0	0	
14	Cases, notice, glass	4	8	0	0	32	0	0	
15	Clocks, station	1	161	14	3	161	14	3	
16	Filter, carbon	1	26	0	0	26	0	0	
17	Stand, filter	1	8	0	0	8	0	0	
18	Locks, pad, brass	4	1	12	0	7	0	0	
19	Locks, pad, iron	3	1	0	0	3	0	0	
20	Locks, pad, 9′ 2″	16	2	0	0	32	0	0	
21	Do. 2½″	38	2	1	0	78	6	0	
22	Do. 3″	12	2	9	9	31	5	0	
23	Lamps, hanging	1	24	2	0	24	2	0	
24	Do. street	18	18	0	0	324	0	0	
25	Ladder, wooden	1	9	0	0	9	0	0	
	Lamp Room.								
1	Lamps, hand signals	48	4	12	0	228	0	0	
2	Do. ticket collector	10	2	12	0	28	0	0	
3	Do. inner signal	6	17	10	6	105	15	0	
4	Do. platform	4	13	0	0	52	0	0	
5	Do. stand	5	32	0	0	160	0	0	
6	Tanks oil	2	20	0	0	40	0	0	
	Telegraph Office.								
1	Counter with drawers	1	90	0	0	90	0	0	
2	Do. without drawers	1	45	0	0	45	0	0	
3	Clocks, station	1	161	14	3	161	14	3	

NOTE—The furniture of Goods and Transhipment Offices will be omitted from Joint Station account and separately apportioned in accordance with the actual use by each Railway.

Tools and Plant at Bezwada Joint Station—contd.

No.	Articles.	No.	Value of each. Rs. a. p.	Amount. Rs. a. p.	Remarks
	Telegraph Office—contd.				
4	Lamps, hanging	1	24 2 0	24 2 0	
5	Racks, wooden	1	90 0 0	90 0 0	
6	Machines, punching	1	5 0 0	5 0 0	
7	Stools, teak	5	5 0 0	25 0 0	
8	Shelf with flap doors	1	20 0 0	20 0 0	
	Goods Office.				
1	Almirahs, wooden	2	90 0 0	180 0 0	
2	Boxes, deal wood	1	10 0 0	10 0 0	
3	Benches, teak, common	1	15 0 0	15 0 0	
4	Clocks, station	1	161 14 3	161 14 3	
5	Counter with drawers	1	90 0 0	90 0 0	
6	Chairs, arm	1	8 0 0	8 0 0	
7	Lamps, hanging	1	24 2 0	24 2 0	
8	Stools, teak	4	5 0 0	20 0 0	
9	Safes, cash	1	167 7 9	167 7 9	
10	Table, teak wood	1	35 0 0	35 0 0	
11	Do. teak, with drawers	1	40 0 0	40 0 0	
12	Tarpaulins	20	100 0 0	2,000 0 0	
	Luggage.				
1	Box, deal wood	1	10 0 0	10 0 0	
2	Chairs, arm	2	8 0 0	16 0 0	
3	Box, cash, tin	1	3 0 0	3 0 0	
4	Rack, wooden	1	90 0 0	90 0 0	
5	Table with drawers	1	40 0 0	40 0 0	
	Booking Office.				
1	Box, teak, large	1	25 0 0	25 0 0	
2	Bags, cash, leather	3	1 1 9	3 5 3	
3	Cases, tickets	3	120 0 0	360 0 0	
4	Chairs, arm	1	8 0 0	8 0 0	
5	Counters with drawers	1	90 0 0	90 0 0	
6	Nippers, ticket	5	1 11 0	8 7 0	
7	Keys, carriage	4	0 9 5	2 6 8	
8	Lamps, hanging	1	24 2 0	24 2 0	
9	Presses, ticket, dating	2	41 5 4	92 10 8	
10	Table with drawers	1	40 0 0	40 0 0	
11	Tester, coin	1	1 1 10	1 1 10	
	Number Taker's Office.				
1	Counter without drawers	1	45 0 0	45 0 0	
2	Chairs, arm	2	8 0 0	16 0 0	
3	Table with drawers	1	40 0 0	40 0 0	
	Transhipment Office.				
1	Barrows, platform	1	150 0 0	150 0 0	
2	Chairs, arm	3	8 0 0	24 0 0	
3	Counters with drawers	1	90 0 0	90 0 0	
4	Ladder, wooden	1	9 0 0	9 0 0	
5	Loading boards	11	30 0 0	330 0 0	
6	Do. horses	3	20 0 0	60 0 0	
7	Lamps, hanging	1	24 2 0	24 2 0	
8	Press, horse shoe	1	2 0 0	2 0 0	
9	Stencil plates	10	2 4 0	22 8 0	
10	Table with drawers	1	40 0 0	40 0 0	
11	Seal, owner's risk	1	3 0 0	3 0 0	

Tools and Plant at Bezwada Joint Station—concld.

No.	Articles.	No.	Value of each. Rs.	a.	p.	Amount. Rs.	a.	p.	Remarks.
	Refreshment Room.								
1	Almirah, glass	1	120	0	0	120	0	0	
2	Counters, deal wood	1	20	0	0	20	0	0	
3	Filters, carbon	1	26	0	0	26	0	0	
4	Side board	1	150	0	0	150	0	0	
5	Table, oval	1	35	0	0	35	0	0	
6	Tables, dressing	2	20	0	0	40	0	0	
7	Do. side	2	30	0	0	60	0	0	
8	Lamp, hanging	1	24	2	0	24	2	0	
	Gentlemen's Waiting Room.								
1	Basin, enamel	1	3	0	0	3	0	0	
2	Commode, wooden	2	10	0	0	20	0	0	
3	Chairs, arm	5	8	0	0	40	0	0	
4	Chairs, easy	3	15	0	0	45	0	0	
5	Boxes, curl paper	1	3	0	0	3	0	0	
6	Glasses, looking	1	20	0	0	20	0	0	
7	Jugs, China	1	2	0	0	2	0	0	
8	Racks, towel	1	8	0	0	8	0	0	
9	Tables, oval	1	35	0	0	35	0	0	
10	Do. wash hand	1	20	0	0	20	0	0	
11	Do. dressing	1	20	0	0	20	0	0	
12	Lamps, hanging	1	24	2	0	24	2	0	
13	Purdahs	3	5	8	0	16	8	0	
14	Tub, zinc	1	5	8	8	5	8	8	
15	Tray, tooth brush	1	1	8	0	1	8	0	
	Ladies' Waiting Room.								
1	Basins, China	1	5	0	0	5	0	0	
2	Boxes, curl, paper	1	3	0	0	3	0	0	
3	Chairs, arm	5	8	0	0	40	0	0	
4	Chairs, ladies' easy	2	20	0	0	40	0	0	
5	Commode, wooden	2	10	0	0	20	0	0	
6	Glasses, wooden	1	20	0	0	20	0	0	
7	Jugs, enamel cod	1	3	0	0	3	0	0	
8	Couches, rattan	1	100	0	0	100	0	0	
9	Dish, soap	1	1	8	0	1	8	0	
10	Lamps, hanging	1	24	2	0	24	2	0	
11	Purdahs	3	5	8	0	16	8	0	
12	Rack, towel	1	8	0	0	8	0	0	
13	Table, oval	1	35	0	0	35	0	0	
14	Table, wash hand	1	20	0	0	20	0	0	
15	Tables, dressing	2	20	0	0	40	0	0	
16	Tables, side	2	30	0	0	60	0	0	
17	Tubs, bath, zinc	1	5	8	8	5	8	8	
18	Tray, tooth brush	1	1	8	0	1	8	8	
	TOTAL					8,745	9	7	

APPENDIX Z.

Agreement for running powers for coaching trains over part of the EASTERN BENGAL STATE RAILWAY, and for the performance of terminal services and the provision of terminal accommodation at SEALDAH granted by the SECRETARY OF STATE TO THE BENGAL CENTRAL RAILWAY COMPANY.

CLAUSE 1.

Terms of Agreement.—This Agreement to come into force with effect from the 1st January 1899, and to remain in force until the expiry of at least six months' notice from either side desiring to revise or cancel it. Such notice to terminate either on the 30th June or 31st December of any year.

CLAUSE 2.

Coaching traffic to be interchanged at Calcutta.—Coaching traffic between Bengal Central Railway stations and stations on the Southern and Budge-Budge sections of the Eastern Bengal State Railway shall be interchanged at Sealdah; all other through coaching traffic between the two Railways not dealt with under this Agreement shall be interchanged at Dum-Dum or Ranaghat Junctions in accordance with the joint Agreement for interchange of traffic.

CLAUSE 3.

Running powers to Bengal Central Railway.—The Bengal Central Railway shall have power to run and haul its own coaching trains over the Eastern Bengal State Railway line between Dum-Dum Junction and Sealdah (5 miles).

CLAUSE 4.

Payment for running powers of coaching trains.—For every coaching train run by the Bengal Central Railway between Dum-Dum Junction and Sealdah in either direction the Bengal Central Railway shall pay to the Eastern Bengal State Railway a sum equal to 80 per cent. of the gross earnings of the train on a distance of 5 miles.

Monthly statements showing the appoximate amounts due on this account to the Eastern Bengal State Railway will be submitted by the end of the following month by the Auditor, Bengal Central Railway, to the Examiner, Eastern Bengal State Railway. The total amount due in any half-year must agree with the amount as calculated in the published Bengal Central Railway Statistics of that half-year; and the monthly statements referred to above will be only accepted, subject to correction and adjustment in accordance with and on the publication of the aforesaid Statistics. The records in the office of the Auditor, Bengal Central Railway, so far as they concern, the apportionment of the amounts due to the Eastern Bengal State Railway will be always open to the inspection of the Eastern Bengal State Railway authorities.

CLAUSE 5.

Payment for haulage of vehicles.—Should it at any time be necessary for coaching vehicles of the one Railway engaged upon that Railway's service to be hauled on the trains of the other Railway, a payment shall be made to the hauling Railway of two annas per mile per vehicle. But no demurrage shall be charged on vehicles thus sent.

CLAUSE 6.

Running powers payment to include all services.—(*a*) The payment [excluding any payment under clause (*b*) or clause 5 or payment for use of special accommodation, under clauses 7 (*a*), (*b*) and (*c*)] to be made by the Bengal Central Railway to the Eastern Bengal State Railway for running powers to and from Sealdah shall be the total charge to be levied on such traffic for all services (otner than services which this Agreement expressly stipulates are to be performed or paid for by the Bengal Central Railway) connected with its passage over the Eastern Bengal State Railway, or dealing therewith at Sealdah.

(*b*). **No extra or additional toll or charge of any kind to be imposed.**—No other charge whatsoever, either as a toll for right of way or on account of services rendered, shall be imposed by the Eastern Bengal State Railway on the Bengal Central Railway traffic, or be levied either from the Bengal Central Railway or the public, on account of the reception or despatch of the Bengal Central Railway through trains at or from Dum-Dum Junction, their passage over any portion of the Eastern Bengal State Railway to or from Sealdah, or the dealing with Bengal Central Railway trains and traffic at Sealdah. This does not, however, affect the

sharing of joint expenses at Dum-Dum Junction and Ranaghat under the current Agreement for interchange of traffic at those points.

CLAUSE 7.

(*a*). The Eastern Bengal State Railway shall provide the necessary accommodation and staff for dealing efficiently with Bengal Central Railway coaching trains and traffic at Sealdah, and shall perform all services required for the proper working of such trains and traffic at Dum-Dum Junction and Sealdah and intermediate stations, except such services as under this Agreement have to be performed by the Bengal Central Railway. Any special accommodation necessitated solely for Bengal Central Railway purposes outside the accommodation provided in this Agreement to be provided by the Eastern Bengal State Railway on terms to be settled when the requirement arises.

(*b*). No special accommodation for engines can be allotted to the Bengal Central Railway at Sealdah, but the Bengal Central Railway engines running in and out of Sealdah with Bengal Central Railway trains shall have the use of the Locomotive sheds, sidings, staff, running-rooms and other conveniences without charge, and in the same manner as if the engines belonged to the Eastern Bengal State Railway. Stores, oil and coal (other than for lighting up) must be provided by the Bengal Central Railway for its own trains.

(*c*) **Consulting Engineer to decide disputes as to additional works.**—The Consulting Engineer to the Government of India for Railways, Calcutta, to be accepted as Arbitrator in the event of any dispute arising as between the two Railways in respect to whether any additional accommodation asked for by the Bengal Central Railway is required or not.

(*d*). The Eastern Bengal State Railway to supply staff, including labour, for receiving, unloading, and delivering to consignees inward luggage, parcels, specie, live-stock, etc., from Bengal Central Railway and connected lines, and receiving from consignors, loading and forwarding outwards luggage, parcels, specie, live-stock, etc., for the Bengal Central Railway and connected lines.

(*e*). The Eastern Bengal State Railway Station staff to keep accounts in connection with receiving and forwarding traffic, including invoicing and collection of fares and freight charges. The fares and freight charges, demurrage on parcels received from or *viâ* Bengal Central Railway Stations realized shall be paid daily to the Bengal Central Railway Cashier. The forms to be used by the Eastern Bengal State Railway, and accounts kept, are those in use at the Bengal Central Railway Company's Stations, and no other forms shall be used without the consent previously obtained of the Bengal Central Railway. The forms shall be supplied and paid for by the Bengal Central Railway. Only such returns shall be submitted to the Assistant Traffic Superintendent, Bengal Central Railway, as are usually submitted to the Traffic Department, Eastern Bengal State Railway.

(*f*). The Eastern Bengal State Railway Station staff to submit returns to the Auditor, Bengal Central Railway, and statistics of traffic in the forms current on the Bengal Central Railway, compiled in accordance with the procedure and rules in force from time to time on the Bengal Central Railway.

(*g*). The Eastern Bengal State Railway Station staff to receive and despatch Railway and public telegrams.

(*h*). The Eastern Bengal State Railway Station staff to account for to the Auditor, Bengal Central Railway, and despatch to the Bengal Central Railway Lost Property Office all unclaimed articles found in Bengal Central Railway trains or in offices or on platforms and lines after arrival or departure of Bengal Central Railway trains.

(*i*). The Eastern Bengal State Railway shall show no undue preference in favour of their own traffic as against the Bengal Central Railway traffic, or *vice versâ*.

CLAUSE 8.

Inwards trains to Sealdah.—(*a*) The contents of all brake-vans and luggage-vans shall on unloading be checked with the guidance and way-bills, and any shortage or damage shall be forthwith reported to the Guard and his signature obtained in the guidance to an entry to this effect, and a joint telegram sent to the Assistant Traffic Superintendent, Calcutta, and sending station to be followed by a report in detail, as per Bengal Central Railway Form. In the absence of any duly initialled remark in the guidance and report despatched within twenty-four hours after arrival, all packages shall be considered as having been made over in full and undamaged, and the Bengal Central Railway shall be freed from further responsibility in regard to them.

(*b*). It shall be open to the Bengal Central Railway to appoint a traffic official or officials to inspect the receipt and despatch of traffic at Sealdah, and the Eastern Bengal State Railway shall give the said official every facility for so doing.

(*c*). The Bengal Central Railway shall pay claims for shortages and deficiencies duly reported by Eastern Bengal State Railway as provided for in clause 8 (*a*); other claims shall be paid by the Eastern Bengal State Railway.

(*d*). The Eastern Bengal State Railway shall be responsible for collecting all charges due on inwards traffic, with the following exceptions :—

I.—Charges on live-stock of every description.

II.—Charges on all articles which, according to the rules of the Bengal Central Railway or other forwarding Railway, are required to be prepaid. The rules of the Bengal Central Railway in this respect shall be duly notified.

III.—Charges on Commissariat and Ordnance stores booked under credit note.
IV.—Undercharges under Re. 1 in freight paid by credit note.

CLAUSE 9.

Outwards traffic to Bengal Central Railway.—(*a*) The Eastern Bengal State Railway shall pay claims for shortages and deficiencies duly reported by the Bengal Central Railway as provided for in clause 8 (*a*). Other claims shall be paid by the Bengal Central Railway.

(*b*) The Eastern Bengal State Railway shall be responsible for the accuracy of the charges invoiced in the following cases:—

I.—Charges on live-stock of every description.
II.—Charges on articles which, according to the rules of the Bengal Central Railway or other receiving Railway, are required to be prepaid. The rules of the Bengal Central Railway in this respect shall be duly notified.
III.—Charges on Commissariat and Ordnance stores booked under credit note.
IV.—Undercharges under Re. 1 in freight paid by credit note.

CLAUSE 10.

Outwards and inwards traffic.—In delivering and receiving traffic, the Eastern Bengal State Railway in their dealings with the public and consignees and consignors shall in all respects enforce compliance with the conditions in force from time to time on the Bengal Central Railway for the carriage of traffic.

CLAUSE 11.

Responsibility for accidents.—(*a*) The Bengal Central Railway shall be responsible for all accidents to their own trains while on the Eastern Bengal State Railway. The Eastern Bengal State Railway shall be similarly responsible for accidents to their trains.

(*b*) **Obstruction of line.**—In the event of the Eastern Bengal State Railway line or stations being obstructed by disabled Bengal Central Railway trains, from whatever cause arising, it shall be the duty of the Eastern Bengal State Railway staff to clear the line.

(*c*) **Expenses in connection with removal of disabled Bengal Central Railway trains.**—The expenses incurred, so far as it relates to the removal of the Bengal Central Railway train, shall be recouped by that Railway, but all other expenses in connection with the clearance and restoration of the line shall be debited to the Eastern Bengal State Railway.

(*d*). Notice of all accidents, damages, losses, etc., to Bengal Central Railway trains shall be sent in accordance with the rules in force for reporting accidents on the Eastern Bengal State Railway from time to time to the Officers of both Railways immediately such losses, accidents, etc., occur.

CLAUSE 12.

(*a*). The Bengal Central Railway shall provide the running staff, and shall supply engine tickets, guidances, lamps, oil and other running stores necessary for the equipment of its own trains as well as the tickets, way-bills, and other station forms necessary for its own particular purposes; and shall also provide its own carriage examining, washing, and greasing staff with the necessary tools and stores. If gas lighting be adopted, the question will be treated separately.

(*b*). The Bengal Central Railway shall supply all engine power for shunting and marshalling its own coaching trains, or shall pay the Eastern Bengal State Railway for these services on terms to be mutually agreed upon.

CLAUSE 13.

Working of trains.—(*a*) All trains shall travel over the Eastern Bengal State Railway in accordance with the rules in force on the Eastern Bengal State Railway for the passage of trains, and shall be generally controlled when running over the Eastern Bengal State Railway line by the staff of the Eastern Bengal State Railway, to whom, when on the Eastern Bengal State Railway, the train staff of the Bengal Central Railway shall be subordinate.

(*b*). **Subordination of Bengal Cental Railway train staff.**—In all respects the servants of the Bengal Central Railway working these trains shall be subject to all the rules and regulations of the Eastern Bengal State Railway, in force over these portions of the line for the time being.

(*c*). **Enforcement of discipline.**—In cases of any breach of rules and regulations by servants of the Bengal Central Railway, the same shall be dealt with by the Heads of the Traffic Departments of the two Railways, and in case of dispute as to the interpretation of the rules and regulations of the Eastern Bengal State Railway, the matter shall be referred to the Manager of the Eastern Bengal State Railway, whose decision shall be final.

(*d*). **Speed and timing of train.**—The speed of trains and times of departure and arrival shall be determined by the Eastern Bengal State Railway from time to time in communication with the Bengal Central Railway.

CLAUSE 14.

Storage of Bengal Central Railway spare coaching stock at Sealdah.—The Bengal Central Railway shall be entitled to store on the premises of the Eastern Bengal State

Railway at Sealdah, a sufficient number of spare coaching vehicles to provide for the exigencies of the traffic arising at the station, but shall not use the station as a depôt for surplus stock.

CLAUSE 15.

Free passes.—Either Railway may issue free passes between Dum-Dum Junction and Sealdah, and send free its own officers' reserved carriages by the trains of either Railway, subject to such restrictions as the traffic of either Railway may require and as may be mutually arranged.

CLAUSE 16.

Statement of accounts.—All settlement of accounts under this Agreement shall be made monthly.

CLAUSE 17.

(a). Local coaching traffic between Calcutta, including stations south of Calcutta, and Dum-Dum Junction is local traffic of the Eastern Bengal State Railway. If carried in Bengal Central Railway trains 80 per cent. of the earnings shall be credited to the Eastern Bengal State Railway and 20 per cent. to the Bengal Central Railway.

(b). Holders of season tickets between Dum-Dum Junction and Calcutta, including stations south of Calcutta, shall be allowed to travel by the trains of either Railway. The total earnings from such traffic shall, in the first instance, be divided in proportion to the total number of passenger trains run by each Railway. Of the Bengal Central Railway proportion thus obtained 20 per cent. shall be credited to the Bengal Central Railway and 80 per cent. to the Eastern Bengal State Railway.

CLAUSE 18.

Arbitration.—In case of any difference of opinion between the two Railways as to the construction of any part of this Agreement, or as to its application to any particular case, either Railway shall be entitled to call for an arbitration to be conducted in the usual way, each Railway nominating its own Arbitrator, and should the Arbitrators so appointed fail to agree, they, that is, the Arbitrators, shall nominate an Umpire. The decision of the Arbitrators or their Umpire shall be final and binding upon both Railways in regard to the matter or matters which may be referred to them or him. But if either of the two Railways shall fail to nominate an Arbitrator within eight weeks after notice to call for an arbitration has been given to it by the other Railway, such other Railway may nominate its own Arbitrator, and, in such case, the decision of the one Arbitrator so appointed shall be binding upon both Railways.

CLAUSE 19.

Confirmation of Agreement.—This Agreement to be subject to the confirmation of the *Government of India and the †Board of Directors of the Bengal Central Railway.

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* Sanctioned in Government of India letter No. 1160 R.T., dated the 24th November 1899.
† Approved in Board's letter No. 22, dated the 6th October 1899.

APPENDIX A A.

Agreement for running powers for goods trains over part of the EASTERN BENGAL STATE RAILWAY, and for the performance of terminal services and the provision of terminal accommodation at SEALDAH, at CHITPORE and at the KIDDERPORE DOCKS granted by the SECRETARY OF STATE TO THE BENGAL CENTRAL RAILWAY COMPANY.

CLAUSE 1.

Term of Agreement.—This Agreement to come into force with effect from the 1st July 1899, and to remain in force until the expiry of at least six months' notice from either side desiring to revise or cancel it. Such notice to terminate either on the 30th June or 31st December of any year.

CLAUSE 2.

Goods traffic where to be interchanged.– Goods traffic between Bengal Central Railway stations and stations on the Southern and Budge-Budge Sections shall be interchanged at Sealdah; all other through goods traffic between the two Railways not dealt with under this Agreement shall be interchanged at Dum-Dum or Ranaghat Junctions, except that consignments of less than 81 maunds shall be interchanged at Sealdah instead of at *Dum-Dum Junction*, *rates being charged* viâ *Dum-Dum only*.

CLAUSE 3.

Running powers to the Bengal Central Railway.—The Bengal Central Railway shall have power to run and haul its goods trains over the Eastern Bengal State Railway line.

(*a*) Between Dum-Dum Junction and Sealdah, (5) miles.
(*b*) Between Dum-Dum Junction and Chitpore, (4) miles.
(*c*) Between Dum-Dum Junction and the Kidderpore Dock Junction, (12) miles.

CLAUSE 4.

Payment for running powers of goods trains.—(*a*) For every goods train run by the Bengal Central Railway between Dum-Dum and Sealdah and *viâ* or Chitpore and *viâ* in either direction the Bengal Central Railway shall pay to the Eastern Bengal State Railway a sum equal to 80 per cent. of the gross earnings of the train, including terminals, on a minimum distance of 10 miles; that is to say, assuming the distance from Dum-Dum Junction to Khoolna be 100 miles, and the charge to the public for goods booked to Chitpore as for 104 miles or 110 miles (if the Bengal Central Railway wish to charge as for 10 miles from Dum-Dum Junction to Chitpore), the freight in the latter case will be divided in the proportion of $\frac{100}{110}+\frac{20}{100}\times\frac{10}{110}$ to the Bengal Central Railway, and $\frac{80}{100}\times\frac{10}{110}$ to the Eastern Bengal State Railway.

(*b*) In the case of goods booked to the Docks the distance on the Bengal Central Railway from the station of origin being X miles, the freight from the station of origin to the Kidderpore Docks will be divided as follows:—

$\frac{x}{x+12} + \frac{20}{100}\left(\frac{12}{x+12}\right)$ to the Bengal Central Railway, and $\frac{80}{100}\left(\frac{12}{x+12}\right)$ to the Eastern Bengal State Railway.

(*c*) The gross earnings mentioned in this clause are to be calculated on the total audited freights shewn on the invoices, excluding sack hire and other special charges.

(*d*) The Auditor, Bengal Central Railway Administration, will prepare and submit monthly to the Examiner of Accounts, Eastern Bengal State Railway, statements, with the invoices attached, shewing the sum due to the Eastern Bengal State Railway under this Agreement as may be mutually arranged between the Audit offices.

CLAUSE 5.

Bengal Central Railway vehicles hauled by Eastern Bengal State Railway.—In the event of the Bengal Central Railway having fewer wagons to proceed on from Sealdah to Kidderpore Dock Junction than justify the running of a train between those points, or *vice versâ*, the Eastern Bengal State Railway to haul such wagons on its trains under clause 6.

CLAUSE 6.

Payment for haulage of vehicles.—Should it at any time be necessary for goods vehicles of the one Railway engaged upon that Railway's service to be hauled on the trains of the other Railway, a payment shall be made to the hauling Railway of two annas per mile per vehicle.

But no demurrage shall be charged on vehicles thus sent.

CLAUSE 7.

Alternative route to Kidderpore Docks.—In the event of the *viâ* Sealdah route to the Kidderpore Docks being unopen or blocked from any cause, and the route *viâ* Chitpore and the Port Commissioners' line being open, the latter route to be followed, the traffic being made over to the Port Commissioners at Chitpore Junction. The payment by the Bengal Central Railway for running powers to be as if the traffic had passed *viâ* Sealdah and the Kidderpore Dock Junction. The Eastern Bengal State Railway will settle the division of this payment with the Port Commissioners.

CLAUSE 8.

Running powers payment to include all services.—(*a*) The payment [excluding any payment under clause (*b*), or clause 6 or payment for use of special accommodation under clause 9 (*a*), (*b*) and (*c*)] to be made by the Bengal Central Railway to the Eastern Bengal State Railway for running powers to and from Sealdah, Chitpore, and the Kidderpore Docks Junction shall be the total charge to be levied on such traffic for all services (other than the services which this Agreement expressly stipulates are to be performed or paid for by the Bengal Central Railway) connected with its passage over the Eastern Bengal State Railway, or dealing therewith either at Sealdah, Chitpore, or Dock Junction.

(*b*) **No extra or additional toll or charge of any kind to be imposed.**—No other charge whatsoever, either as a toll for right of way or on account of services rendered, shall be imposed by the Eastern Bengal State Railway on the Bengal Central Railway traffic, or levied either from the Bengal Central Railway or the public, on account of the reception or despatch of the Bengal Central Railway through trains at or from Dum-Dum Junction, their passage over any portion of the Eastern Bengal State Railway to or from Calcutta, Chitpore, or Dock Junction, or the dealing with Bengal Central trains and traffic at Sealdah, Chitpore, and Dock Junction. This does not, however, affect the sharing of joint expenses at Dum-Dum and Ranaghat Junctions under the current Agreement for interchange of traffic at those points.

CLAUSE 9.

(*a*) The Eastern Bengal State Railway shall provide the necessary accommodation and staff for dealing efficiently with Bengal Central Railway goods trains and traffic at Sealdah and Chitpore (the accommodation at the Docks being provided by the Port Commissioners under a separate Agreement), and shall perform all services required for the proper working of such trains and traffic at Dum-Dum Junction, Sealdah, Chitpore, Dock Junction, and intermediate stations, except such services as have under this Agreement to be performed by the Bengal Central Railway. Any special accommodation required solely for Bengal Central Railway purposes outside the accommodation provided in this Agreement to be provided by the Eastern Bengal State Railway on terms to be settled when the requirement arises.

(*b*) No special accommodation for engines can be allotted to the Bengal Central Railway, but the Bengal Central Railway engines running in and out of Sealdah and Chitpore with Bengal Central Railway trains shall have the use of the Locomotive sheds, sidings, staff, running rooms and other conveniences in the same manner as if the engines belonged to the Eastern Bengal State Railway. Stores, oil and coal (other than for lighting up) must be provided by the Bengal Central Railway for its own trains.

(*c*) **Consulting Engineer to decide disputes as to additional works.**—The Consulting Engineer to the Government of India for Railways, Calcutta, to be accepted as Arbitrator in the event of any dispute arising as between the two Railways in respect to whether any additional accommodation asked for by the Bengal Central Railway is required or not.

CLAUSE 10.

Chitpore and *viâ* Chitpore traffic to be made over at Chitpore.—(*a*) In the case of traffic for Chitpore, Chitpore Ghât, *viâ* Chitpore Ghât for river delivery or Sealdah, including the Union and Barnagore Branch Jute Mills and the Patent Stone Company's siding and other sidings served from these stations (but excluding traffic taken *viâ* Chitpore under clause 7), the Bengal Central Railway goods trains shall be hauled by the Bengal Central Railway engines to and from Chitpore or Sealdah, where the traffic will be dealt with by the Eastern Bengal State Railway staff on behalf of, and on the responsibility of, the Bengal Central Railway. The Bengal Central Railway shall pay the difference between the amount charged to the public and that paid to the Contractor on account of traffic booked for river delivery *viâ* Chitpore Ghât. No demurrage shall be payable by the Eastern Bengal State Railway on account of delays, but any demurrage recovered from the public shall be credited to the Bengal Central Railway. Haulage charges leviable under the Eastern Bengal State Railway rules to the different sidings will be credited to the Railway doing the work.

The Eastern Bengal State Railway shall shew no undue preference in favour of their own traffic as against the Bengal Central Railway traffic, or *vice versâ*.

(*b*) In the case of traffic for the Port Commissioners' station *viâ* Chitpore the wagons will be similarly hauled to and from Chitpore, where the wagons will be dealt with by the Eastern Bengal State Railway staff on behalf of, and on the responsibility of, the Bengal Central Railway and made over to the Port Commissioners' officials under such terms as may from time to time be agreed upon between the Port Commissioners and the Eastern Bengal State Railway.

(*c*). The condition of all labels of Bengal Central Railway wagons arriving at Chitpore or Sealdah shall be checked by the Trains Clerk or other Eastern Bengal State Railway official receiving the train with the Bengal Central Railway Guard, and the latter's signature shall be obtained to any consequent entries made in the guidance. The contents of all wagons shall on unloading be checked with the card labels, invoices and guidances, and any shortage or damage shall be forthwith reported by a joint telegram to the sending and transhipment stations and to the Assistant Traffic Superintendent, Bengal Central Railway, to be followed by a report in form T. 12. In the absence of any telegram despatched within 24 hours after unloading all goods shall be considered as having been made over in full and undamaged, and the Bengal Central Railway shall be freed from further responsibility in regard to them.

(*d*). It shall be open to the Bengal Central Railway to appoint a Traffic official or officials to inspect the receipt and despatch of goods at Sealdah and Chitpore, and the Eastern Bengal State Railway shall give the said official every facility for so doing.

(*e*). The Bengal Central Railway shall pay claims for shortages and damages duly reported by the Eastern Bengal State Railway as provided for in clause 10 (*c*) above; other claims shall be paid by the Eastern Bengal State Railway.

(*f*). **Charges for handling at Sealdah, Chitpore, Chitpore Ghât, etc.**—The Eastern Bengal State Railway shall deal with all local traffic at Sealdah, Chitpore, Chitpore Ghât and traffic at Chitpore Ghât for river delivery conveyed to and from those stations in Bengal Central Railway trains, the Bengal Central Railway to pay to the Eastern Bengal State Railway in respect of the loading and unloading or transhipment of such goods at the rates paid from time to time by the Eastern Bengal State Railway for similar services for itself.

(*g*). **Kidderpore Docks traffic to be made over to Port Commissioners at Kidderpore Dock Junction.**—In the case of traffic consigned to the Kidderpore Docks, the Bengal Central Railway trains shall be hauled by the Bengal Central Railway to the Kidderpore Dock Junction station, where, subject to the Port Commissioners consenting, they will be made over to the Dock authorities on terms similar to those entered in the Agreement between the Port Commissioners and the East Indian Railway from time to time.

CLAUSE 11.

Eastern Bengal State Railway to account for traffic in Bengal Central Railway trains to and from Sealdah, Chitpore, etc., and other Port Commissioners' stations.—The station staff of the Eastern Bengal State Railway shall account to the Bengal Central Railway Administration direct for all freight due on goods carried in Bengal Central Railway trains to and from Sealdah, Chitpore, Chitpore Ghât and *viâ*, locally as well as on behalf of the Port Commissioners for goods to and from the Port Commissioners' stations *viâ* Chitpore.

They shall keep such books and registers and submit to the Auditor, Bengal Central Railway, such accounts and returns as shall be required of them by the authorities of the Bengal Central Railway. Only such returns shall be submitted to the Assistant Traffic Superintendent, Bengal Central Railway, as are usually submitted to the Traffic Department, Eastern Bengal State Railway. Such books, registers, accounts, etc., shall be open to inspection by both administrations. Forms and stationery used in connection with the accounts kept and submitted on behalf of the Bengal Central Railway shall be supplied by that Railway. The Kidderpore Docks traffic will be accounted for by the Port Commissioners.

CLAUSE 12.

Outwards and inwards traffic.—In delivering and receiving traffic, the Eastern Bengal State Railway in their dealings with the public and consignees and consignors shall in all respects enforce compliance with the conditions in force from time to time on the Bengal Central Railway for the carriage of traffic.

CLAUSE 13.

Responsibility for accidents.—(*a*) The Bengal Central Railway shall be responsible for all accidents to their own trains while on the Eastern Bengal State Railway. The Eastern Bengal State Railway shall be similarly responsible for accidents to their trains.

(*b*) **Obstruction of line.**—In the event of the Eastern Bengal State Railway line or stations being obstructed by a disabled Bengal Central Railway train, from whatever cause arising, it shall be the duty of the Eastern Bengal State Railway staff to clear the line.

(*c*). **Expenses in connection with removal of disabled Bengal Central Railway trains.**—The expenses incurred, so far as it relates to the removal of the Bengal Central Railway train, shall be recouped by that Railway, but all other expenses in connection with the clearance and restoration of the line shall be debited to the Eastern Bengal State Railway.

(*d*). Notice of all accidents, damages, losses, etc., to Bengal Central Railway trains shall be sent in accordance with the rules in force for reporting accidents on the Eastern Bengal State Railway from time to time to the officers of both Railways immediately such losses, accidents, etc., occur.

CLAUSE 14.

(*a*). The Bengal Central Railway shall provide the running staff, and shall supply lamps, oil and other running stores necessary for the equipment of its own trains as well as the way bills and other station forms necessary for its own particular purposes. If gas lighting be adopted the

question will be treated separately. The Bengal Central Railway shall provide its own carriage examining and washing and greasing staff with the necessary tools and stores.

(*b*). The Bengal Central Railway shall supply all engine power for shunting and marshalling its own goods trains, or shall pay the Eastern Bengal State Railway for these services on terms to be mutually agreed upon.

CLAUSE 15.

Working of trains.—(*a*) All trains shall travel over the Eastern Bengal State Railway in accordance with the rules in force on the Eastern Bengal State Railway for the passage of trains, and shall be generally controlled when running over the Eastern Bengal State Railway line by the staff of the Eastern Bengal State Railway, to whom, when on the Eastern Bengal State Railway, the train staff of the Bengal Central Railway shall be subordinate.

(*b*). **Subordination of Bengal Central Railway train staff.**—In all respects the servants of the Bengal Central Railway working these trains shall be subject to all the rules and regulations of the Eastern Bengal State Railway, in force over these portions of the line for the time being.

(*c*). **Enforcement of discipline.**—In cases of any breach of rules and regulations by servants of the Bengal Central Railway, the same shall be dealt with by the Heads of the Traffic Departments of the two Railways, and in case of dispute as to the interpretation of the rules and regulations of the Eastern Bengal State Railway, the matter shall be referred to the Manager of the Eastern Bengal State Railway whose decision shall be final.

(*d*). **Speed and timing of train.**—The speed of trains and times of departure and arrival shall be determined by the Eastern Bengal State Railway from time to time in communication with the Bengal Central Railway.

CLAUSE 16.

Storage of Bengal Central Railway spare goods stock at Sealdah and Chitpore.—The Bengal Central Railway shall be entitled to store on the premises of the Eastern Bengal State Railway at Sealdah and Chitpore a sufficient number of spare goods vehicles to provide for the exigencies of the traffic arising at the station, but shall not use the station as a depôt for surplus stock.

CLAUSE 17.

Free passes.—Either Railway may issue free passes between Dum-Dum Junction and Sealdah, Chitpore and Dock Junction, and send free its own officers' reserved carriages by the trains of either Railway, subject to such restrictions as the traffic of either Railway may require and as may be mutually arranged.

CLAUSE 18.

Settlement of accounts.—All settlement of accounts under this Agreement shall be made monthly.

CLAUSE 19.

Arbitration.—In case of any difference of opinion between the two Railways as to the construction of any part of this Agreement, or as to its application to any particular case, either Railway shall be entitled to call for an arbitration to be conducted in the usual way, each Railway nominating its own Arbitrator, and should the Arbitrators so appointed fail to agree, they, that is, the Arbitrators, shall nominate an Umpire. The decision of the Arbitrators or their Umpire shall be final and binding upon both Railways in regard to the matter or matters which may be referred to them or him. But if either of the two Railways shall fail to nominate an Arbitrator within eight weeks after notice to call for an arbitration has been given to it by the other Railway, such other Railway may nominate its own Arbitrator, and, in such case, the decision of the one Arbitrator, so appointed shall be binding upon both Railways.

CLAUSE 20.

Confirmation of Agreement.—This Agreement to be subject to the confirmation of the *Government of India and the †Board of Directors of the Bengal Central Railway.

* Sanctioned in Government of India letter No. 1160 R. T., dated the 24th November 1899.
† Approved in Board's letter No. 22, dated the 6th October 1899.

APPENDIX BB.

Agreement between the BOMBAY, BARODA AND CENTRAL INDIA RAILWAY (including the RAJPUTANA-MALWA RAILWAY) and the INDIAN MIDLAND RAILWAY (including the UJJAIN-BHOPAL RAILWAY), for interchange of coaching and goods traffic at UJJAIN, and interchange of rolling stock *viâ* UJJAIN, and for the joint working at UJJAIN.

CLAUSE I.

Duration of Agreement.

(*a*) This Agreement shall have effect from the 11th April 1896, the date on which the Ujjain-Bhopal Railway was formally opened for traffic, and shall be subject to revision from time to time, but shall remain in force until the expiration of six months' notice from either Railway, except as regards any clause in respect of which a different term of notice is especially fixed. But such notice shall expire only on either the 30th June or the 31st December in any year.

(*b*) If either Railway desire at any time to recede from this Agreement in view to a revision of the terms, it is understood that a revised Agreement shall be concluded within the period of notice.

(*c*) In order that this notice of termination of Agreement be valid, it must, in addition to being given in accordance with clause I, section (*a*), be accompanied by a revised draft Agreement covering the modifications proposed, together with a statement giving the grounds for demanding the revision.

CLAUSE II.

Definition of terms.

Unless there is something contrary or repugnant in the context, the following terms are throughout this Agreement to bear the meaning and interpretation named below, namely:—

I.—Stations, traffic, vehicles, rates, fares, etc., of the Bombay, Baroda and Central India and Indian Midland Railways, respectively, mean and include the stations, traffic, vehicles, rates, fares, etc., of other railways with which the Bombay, Baroda and Central India and Indian Midland Railways may respectively have through traffic arrangements from time to time.

II.—Bombay, Baroda and Central India Railway Local traffic means all traffic booked between Ujjain station and any stations of the Bombay, Baroda and Central India Railway.

III.—Indian Midland Railway Local traffic means all traffic booked or invoiced between Ujjain station and any station of the Indian Midland Railway.

IV.—Through traffic means all traffic booked or invoiced through between any station other than Ujjain of the Bombay, Baroda and Central India Railway, and any station, other than Ujjain of the Indian Midland Railway.

V.—Bombay, Baroda and Central India Railway through traffic means all traffic of the Bombay, Baroda and Central India Railway between places on the Bombay, Baroda and Central India Railway on either side of Ujjain and passing through that station.

VI.—The joint station staff means all staff of all kinds employed in loading and unloading and transhipping goods and working traffic through and in and out of the joint station, and includes goods and coaching clerks, telegraph signallers, Police, pointsmen, shunters, hamals, mussals, and all other staff employed in receiving and despatching and dealing with trains and traffic of all kinds.

VII.—Running staff means and includes drivers, firemen, guards, brakesmen, and all other staff that may be employed from time to time in the actual working of trains.

VIII.—Trains mean and include engines, whether with or without brakes, or other vehicles.

IX.—Traffic receipts mean and include the receipts for all coaching and goods traffic, and for telegrams and all other earnings at the joint station.

CLAUSE III.

Extension of Agreement to other Railways.

The principle of this Agreement, in respect to interchange of traffic, may be extended by each Railway working in connection with it to any other Railway; the two Railways, parties to this Agreement, being responsible to each other for all through traffic so forwarded.

CLAUSE IV.

Rates and fares.

The through rates and fares to be charged by either Railway shall be furnished in lump sums in the form of station-to-station rates, and not at mileage rates for subsequent computation by stations.

CLAUSE V.

Through rates.

The through rates, fares, and charges, shall be the sum of the rates, fares, and charges, calculated in accordance with the preceding clause, or the rates and fares applicable to through booking—where such rates and fares are specially provided—as published in the printed tariff of each Railway; and shall, in the case of goods, include terminal and cartage charges, if any.

CLAUSE VI.

Notice of alteration of rates, etc.

No alteration of rates, classification, rules or conditions, applying to through traffic, shall be made by either Railway without the notice required by Regulation No. 32 of the Railway Conference Regulations of 1893.

CLAUSE VII.

Interchange of traffic.

Coaching and goods traffic of every kind, with the exceptions given below, and also with such special restrictions as may be, from time to time, agreed to by the Heads of the Traffic Departments of the two Railways, shall be freely interchanged between the Bombay, Baroda and Central India and Indian Midland Railways' systems and connected Railways, subject to the following conditions:—

(*a*) The minimum weight of goods for charge shall be half a maund.

(*b*) The minimum charge for goods shall be eight annas in through booking, divisible in mileage proportion.

Exceptions:—

(*a*) Packages weighing more than 10 tons, or exceeding 24 feet long by 7 feet 4 inches broad by 6 feet 11 inches high, outside measurement, shall not be booked through except by special arrangement.

(*b*) But the restriction as to length shall not include girders, long timber, etc., which can be carried on bolster trucks.

CLAUSE VIII.

Responsibility for charge.

(*a*) Each Railway shall be responsible for collecting and paying over to the other all the charges which may be payable upon through traffic.

(*b*) The receiving Railway shall check the invoices, and be responsible for collecting any amounts that may be undercharged, whether booked "paid" or "to pay," with the following exceptions, which must be collected in full by the sending Railway, namely:—

1st.—Charges on live-stock of every description.

2nd.—Charges on all articles, goods or parcels, which, according to the rules of the forwarding Railway, are required to be prepaid.

3rd.—Charges on Commissariat, Ordnance, Medical or other Government stores, which are booked on credit note or which may be prepaid.

4th.—Passenger fares, charges on passengers' luggage, specie and palanquins, and on carriages and charges for insurance.

5th.—Charges on all articles booked and carried with owner.

6th.—All errors under one rupee in freight paid by credit notes, other than those referred to in exception (3rd), and all undercharges in freight paid by ledger account.

(*c*) The receiving Railway shall not reduce the charges mentioned in the invoice or through way bill without the consent of the forwarding Railway, except in the case of overcharges, the evident result of errors in classification or computation of freight.

CLAUSE IX.

Division of receipts.

The Audit Offices of the two Railways shall exchange weekly division sheets; each Railway to have in division its own rates and charges, as quoted for through traffic in accordance with clause V, except in the case of minimum and other charges common to both lines, which shall be divided by mileage. All inwards through traffic shall be accounted for within six weeks from the date the invoices pass Ujjain Junction. A monthly settlement of accounts, based on division sheets, bills and statements as rendered, shall be made by transfer certificate, on the understanding that all errors brought to notice will be adjusted without delay in subsequent accounts by the responsible Railway.

CLAUSE X.

Definition of "week."

The "week" shall in all cases end at 12 o'clock on Saturday night. When the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered—one for the period commencing from the first day of the last week to the end of the month, and another from the first day of the next month up to and including the second Saturday of that month.

CLAUSE XI.

Definition of "day" and "Railway time."

The "day" shall in all cases be reckoned as 24 hours, commencing at 12 o'clock at night; part of a day to be reckoned as a day. Madras time shall be adopted in all cases. Sundays, Christmas Day, and Good Friday shall be treated as ordinary working days.

CLAUSE XII.

Telegrams.

Telegrams on the joint business of the two railways shall be interchanged free.

CLAUSE XIII.

Junction limits.

The distant signals on either side of Ujjain station shall be considered and accepted as the limits of the joint station; but works and way within the indicated limits which are not in joint use, but are used by one only of the parties to this Agreement, shall not be considered as in any way forming part of the joint station.

CLAUSE XIV.

Working and maintenance.

All work within the junction station connected with the traffic working of all descriptions and with the maintenance of joint buildings and works, and the working of the signals up to and including the distant signals on each side, shall be performed by the Bombay, Baroda and Central India Railway, by whom the necessary staff shall be employed, controlled and paid, and the necessary labour and appliances provided, subject to the rule for division of expenses laid down further on; but each railway shall perform the necessary maintenance of the lines and works constructed for its exclusive use.

CLAUSE XV.

Transhipment of goods at junction.

No Indian Midland Railway wagon loaded with goods booked to and from the metre gauge section of the Bombay, Baroda and Central India Railway shall be detained under load beyond 36 hours after arrival at the station, and should any wagon be so detained through default of the Bombay, Baroda and Central India Railway, it shall be subject to a charge for demurrage at the rate of nine pies per ton of carrying capacity of the wagon per hour, except as provided in section (*c*) of Clause XVI. The calculation of penalty charges will commence from the first complete hour after expiry of this period, fractions of hours being disregarded.

CLAUSE XVI.

Penalty for non-supply of wagons at junction.

(*a*) The Indian Midland Railway shall be liable to a penalty of nine pies per hour per ton of such goods booked through to stations of the Indian Midland Railway or connected railways, and requiring transhipment as the Indian Midland Railway may fail to provide wagons for, after 36 hours' notice; such penalty to be levied up to the time the Indian Midland Railway wagons arrive at the station.

(*b*) The calculation of penalty charges will be made as in the case of Clause XV.

(*c*) The penalties laid down in this and the preceding clause shall not apply to girders, timber and such heavy and bulky articles as may, from time to time, be exempted by special Agreement between the General Traffic Managers of the two railways.

CLAUSE XVII.

Receiving railway to accept risk for goods detained for wagons.

After 48 hours all through consignments to and from the metre gauge section of the Bombay, Baroda and Central India Railway shall be at the risk of the railway on to which they are booked through, unless wagons shall have been provided.

CLAUSE XVIII.

Notice of restriction of traffic between the Indian Midland Railway and the metre gauge section of the Bombay, Baroda and Central India Railway.

If, at any time, either line should find itself unable, either from want of vehicle stock or engine power, or from any other cause, to receive and forward all the traffic tendered or likely to be tendered by the other line, it shall be competent for the receiving line to give notice (of not less than seven days) to the said other line of the maximum quantity it will be prepared to receive and forward, and of the period during which the restriction will be necessary, and during such period the said railway shall not be bound to receive more than the quantity so specified.

(*b*) This is, however, not intended to prevent special arrangements being made in case of any accidental interruption rendering the passage of traffic impossible.

CLAUSE XIX.

Settlement of claims.

All claims in connection with through traffic, except as provided in Clause XX of this Agreement, shall be settled in accordance with Regulation No. 35 of the Railway Conference Regulations of 1893. In the case of joint claims, the consent of both railways must be obtained before settlement by either.

CLAUSE XX.

Accidents, etc., at the junction.

(*a*) All damages or accidents which may be caused by the Ujjain Junction Station staff to the public, or to the stock of the two railways, or to the traffic, whether goods or otherwise, and whether through or local, or which by the fault or negligence of the said joint staff, may from time to time arise, or occur, within the limits of the Ujjain Junction Station, and all damages, or losses, or claims, which either of the railways may sustain, or be put to, in consequence of the acts of the junction staff, whether arising from carelessness or otherwise within the limits of the junction station, shall be charged to the joint station expenses account.

(*b*) Each railway shall be separately and individually responsible for damages or accidents caused by its own running, or other staff not being joint station staff, within the limits of the joint station.

(*c*) Any repairs necessary to render Indian Midland Railway stock fit for running shall be effected by the Indian Midland Railway.

(*d*) Notice of damage to Indian Midland Railway stock occurring at the junction shall be given to the local representative of the Indian Midland Railway.

CLAUSE XXI.

Hire of engines and vehicles, and providing engine power for shunting.

(*a*) Each railway shall provide the shunting power and running staff necessary for the shunting and marshalling of its own trains.

The Bombay, Baroda and Central India Railway will provide power and staff to be used for broad gauge joint shunting work, the charges in respect to it, at a fixed rate to be agreed upon by the Locomotive Superintendents of the two railways, being divided between the Indian Midland Railway and the broad gauge section of the Bombay, Baroda and Central India Railway in proportion of the total traffic of the broad gauge railways.

(*b*) Terms for hire of engines and vehicles, and for shunting powers on special occasions, shall be settled, from time to time, by the two managements.

CLAUSE XXII.

Supply of tickets, stationery, etc., lamping of trains and of provision of telegraphs.

(*a*) Each line shall supply passengers and other tickets for booking to its own stations, as well as printed forms, and shall provide lamps and materials for lamping its own trains. But the work of lighting the vehicles shall be done by the joint staff.

(*b*) Each railway shall arrange for, and maintain at its own cost, its own telegraph instruments, batteries, wires and appliances of the Government type. The telegraph staff shall be charged to the joint account.

CLAUSE XXIII.

Arrangement for oiling vehicles.

The necessary arrangements for the examining, cleaning, and oiling of vehicles of all descriptions shall be made and agreed to between the Carriage Departments of the respective lines.

CLAUSE XXIV.

Sanction for joint staff.

The half-yearly Establishment Rolls for the Ujjain Junction Station shall be approved by the Indian Midland Railway. In case, however, of unforeseen pressure of traffic necessitating immediate increase of staff, the Bombay, Baroda and Central India Railway may make such provisional additions as may be necessary, subject to the subsequent concurrence of the Indian Midland Railway.

CLAUSE XXV.

Duties of Joint Station Master.

(*a*) The Joint Station Master shall be equally subject to the orders of the Traffic authorities of the two railways concerned, in respect of the special work of their respective lines as affecting the joint station; he shall perform such duties as are demanded of Station Masters on each railway, and shall render all working and audit returns which are required.

(*b*) The station premises, working, and books shall be open to inspection by the officers of either railway.

CLAUSE XXVI.

Indian Midland Railway staff to obey Bombay, Baroda and Central India Railway rules.

The whole of the staff of the Indian Midland Railway, while within the limits of the joint station, shall obey and be bound by all the rules and regulations, and also all instructions which may be, from time to time, in force, or which may be issued by the authorities of the Bombay, Baroda and Central India Railway, who shall have the same rights and control over the staff of the Indian Midland Railway while within the limits of the joint station, as if they were the staff of the Bombay, Baroda and Central India Railway.

CLAUSE XXVII.

Interchange of rolling stock.

(*a*) The rules for the interchange of rolling stock between railways, as adopted at the Railway Conference of 1893, shall be adhered to, subject to any modifications which may be adopted on a reference through the Government of India in accordance with the rules of procedure, or by mutual consent.

(*b*) Only such rolling stock as shall be approved by the authorities of either railway shall be received over at the junction ; and it shall be in the power of the authorities of each line to refuse to receive any rolling stock which may, for any reason, be considered unfit to run on the receiving railway.

(*c*) The cost of transhipment of goods from the vehicles of one line into vehicles of the other line at the junction, which is rendered necessary by the unsuitability of the rolling stock of either line for exchange, shall be paid by the railway owning the unsuitable stock.

(*d*) Open trucks containiug damageable goods shall not be sent from one railway to the other without such notice as will admit of efficient arrangements being made for sheeting, if necessary.

CLAUSE XXVIII.

Classification of joint works and way on which interest or maintenance charges or both are leviable.

There shall be seven schedules attached to this Agreement, as under :—

(*a*) *Schedule I*—Shall comprise all works provided by the Bombay, Baroda and Central India Railway for goods transhipment purposes ; on the total of this schedule, as it stands from time to time, the Bombay, Baroda and Central India Railway shall be entitled to levy a charge of six-and-a-half per cent. for interest and mainteance by debit to the joint station expenses account No. 1.

(*b*) *Schedule II*—Shall comprise all other works provided by the Bombay, Baroda and Central India Railway for the joint use of itself (both broad and metre gauges) and the Indian Midland Railway ; on the total of this schedule, as it stands from time to time, the Bombay, Baroda and Central India Railway shall be entitled to levy charges for interest and maintenance at the rates shown in the schedule by debit to the joint station expenses account No. III.

(*c*) *Schedule III*—Shall contain as a record the jobs for which the broad gauge lines are to pay the Bombay, Baroda and Central India Railway outright, ***each paying half***, but on which no charge for interest or maintenance is to be levied.

(*d*) *Schedule IV*—Shall comprise works and way erected at the cost of the broad gauge lines and used by them only ; on which the Bombay, Baroda and Central India Railway shall be entitled to levy charges for maintenance, at the rates shewn in the scheudle, by direct debit to the two broad gauge lines, ***half to each.***

(*e*) *Schedule V*—Shall comprise all works provided at the cost of the Bombay, Baroda and Central India Railway, but used jointly by the two broad gauge lines only ; on the total of this schedule, as it stands from time to time, the Bombay, Baroda and Central India Railway shall be entitled to a charge for maintenance and interest, at the rates shewn in the schedule, by debit to the joint station expenses account No. II.

(*f*) *Schedule VI*—Shall comprise works, other than for transhipment purposes, provided by the Indian Midland (Ujjain-Bhopal) Railway for the joint use of itself and the Bombay, Baroda and Central India (Rajputana-Malwa and Nagda-Ujjain) Railway (both broad and metre gauges) ; on the total of this schedule, as it stands from time to time, the Indian Midland Railway shall be entitled to levy charges for interest and maintenance, at the rates shewn in the schedule, by debit to the joint station expenses account No. III.

(*g*) *Schedule VII*—Shall comprise works and way provided at the cost of the Indian Midland (Ujjain-Bhopal) Railway, but used jointly by broad gauge lines only ; on which the Indian Midland Railway shall be entitled to levy charges for maintenance, at the rates shewn in the schedule, by direct debit to the two broad gauge lines, ***half to each.***

Further outlay.

Funds for all outlay on joint works (not including permanent-way) shall be provided by the Bombay, Baroda and Central India Railway for the works specified in Schedules I to V and by the Indian Midland Railway for the works specified in Schedules VI and VII. All outlay, whether for new works (major or minor), additions, alterations, furniture and plant, shall be executed on plans and estimates, which, together with the incidence of cost, shall be agreed to by the two railways before the work is commenced. The incidence of cost will be determined by the following rules so far as the works to be provided by the Bombay, Baroda and Central India Railway are concerned :—

(*a*) All works which, under the rules in force on the Bombay, Baroda and Central India Railway (metre gauge), are chargeable to Capital shall be added to the appropriate schedule.

(*b*) All works chargeable to Revenue shall be added to the appropriate joint station expenses account.

(*c*) All revenue works which are of the nature of new works or additions, and which therefore require to be maintained, in addition to having their cost debited to the

appropriate joint station expenses account, shall be entered at the foot of the appropriate schedule of capital works with a suitable charge for maintenance only.

NOTE.—The same arrangement will apply in the case of works provided by the Indian Midland Railway.

Maintenance.

All joint works specified in Schedules I to V shall be maintained at the cost of the Bombay, Baroda and Central India Railway, that railway being recouped by the allowance for maintenance shewn in the schedules referred to above.

Similarly, the Indian Midland Railway shall maintain at its own cost the joint works provided by that railway, *vide* Schedules VI and VII.

Commencement of charges.

Interest will run from the following dates :—

(*a*) In the case of previously existing works belonging to the Bombay, Baroda and Central India Railway from the date of opening the junction to the railway concerned.

(*b*) In the case of expenditure specially incurred at the cost of the Bombay, Baroda and Central India Railway or the Indian Midland Railway, as the case may be, for the junction, interest will be calculated on the monthly expenditure as actually incurrod.

Maintenance will be charged from the date on which a work is completed.

CLAUSE XXIX.

Division of joint expenses and interest charges.

The working expenses and interest and maintenance charges at Ujjain Junction shall be divided in the manner laid down below :—

Account No. I.

1. The joint expenses on account of the transhipment of goods traffic exchanged between the broad and metre gauge sections of the Bombay, Baroda and Central India Railway Company's system, and between the Indian Midland Railway and the metre gauge section of the Bombay, Baroda and Central India Railway as detailed below, *viz.*:—
   (i) the cost of establishment employed for transhipment of through goods traffic, and
   (ii) the interest and maintenance charges on the cost of tranship platforms, buildings, furniture, equipment, appliances, etc., as given in Schedule No. I, at the rates given therein,

   shall be apportioned between the two railways in proportion to the weight of traffic of each line transhipped at Ujjain.

Account No. II.

2. The interest and maintenance charges on the cost of works entered in Schedule V attached to this Agreement, at the rates given therein, shall be divided between the Indian Midland Railway and the broad gauge section of the Bombay, Baroda and Central India Railway in proportion of the *total* traffic of the two broad gauge railways.

Account No III.

3. The remaining working expenses and interest and maintenance charges at the Ujjain Junction joint station shall be apportioned between the two railways in proportion to the weight of traffic of each line dealt with at Ujjain Junction, *i.e.*, of the following traffic :—

Bombay, Baroda and Central India Railway.

(1) Coaching and goods traffic booked from Ujjain Station to Bombay, Baroda and Central India Railway Stations, and *vice versâ*, *i.e.*, total in and out.

(2) Coaching and goods traffic booked *viâ* Ujjain between the broad and metre gauge sections of the Bombay, Baroda and Central India Railway Company's system.

(3) Half of the coaching and goods traffic booked *viâ* Ujjain between Indian Midland Railway stations and Bombay, Baroda and Central India Railway (broad gauge) stations, not including Ujjain Station, *i.e.*, total in and out *viâ* Ujjain.

(4) Half of the coaching and goods traffic booked from Indian Midland Railway stations to Bombay, Baroda and Central India Railway (metre gauge) stations, not including Ujjain Station, and *vice versâ*, *i.e.*, half the total in and out *viâ* Ujjain.

Indian Midland Railway.

(1) Coaching and goods traffic booked from Ujjain Station to Indian Midland Railway stations. and *vice versâ*, *i.e.*, total in and out.

(2) Half of the coaching and goods traffic booked *viâ* Ujjain Station between Bombay, Baroda and Central India Railway (broad gauge) and Indian Midland Railway stations, not including Ujjain Station, *i.e.*, total in and out *viâ* Ujjain.

(3) Half of the coaching and goods traffic booked from Indian Midland Railway stations to Bombay, Baroda and Central India Railway (metre gauge) stations, not including Ujjain Station, and *vice versâ*, *i.e.*, half the total in and out *viâ* Ujjain.

Clause XXX.

Weight of coaching units.

The weight of coaching units and live stock are to be calculated on the following scale :—

Each passenger of whatever class	1 cwt.
„ Child's ticket	56 lbs.
„ Horse or head of horned cattle	1 ton.
„ Sheep, calf, goat or pig	56 lbs.
„ Dog or small animal	1 cwt.
„ Carriage	3 tons.
„ Parcels on actual weight.	

Clause XXXI.

Conference Rules.

In the event of any alterations by a subsequent Conference of any of the Railway Conference Regulations of 1893 referred to herein, the acceptance of such modifications, or any modifications which may be referred through the Government of India, shall be subject to Agreement between the two Companies.

Clause XXXII.

Compensation on termination of Agreement.

Upon the termination of this Agreement, or in the event of works provided under it being no longer required by either of the two railways, the amount in compensation to be paid by each railway for Capital and other expenditure incurred in the provision of joint works shall be determined by mutual agreement or, if necessary, by arbitration, as provided for in Clause XXXIII.

Clause XXXIII.

Disputed points.

All questions which may arise in carrying out these arrangements, upon which the General Traffic Managers of the two Railways cannot agree, shall be referred to the Agent of the Indian Midland Railway and the Agent of the Bombay, Baroda and Central India railway, and in case of any difference of opinion between the two railways as to construction of any part of this Agreement, or as to its application to any particular case, it shall be open to either railway to call for an arbitration to be conducted in the ordinary way. The decision of the Arbitrator or Arbitrators nominated by the two Companies, or of the Umpire nominated by such Arbitrators, shall be final and binding upon the two Companies in regard to the matter or matters which may be referred to him or them.

Clause XXXIV.

Confirmation.

This Agreement is subject to confirmation by the Boards of Directors of the Bombay, Baroda and Central India * and Indian Midland Railways, † and by Government.‡

SCHEDULE I.

List of works provided by the Bombay, Baroda and Central India (Rajputana-Malwa) Railway in the tranship yard for the joint use of the Bombay, Baroda and Central India (Rajputana-Malwa and Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways. [Clause XXVIII (a) of Agreement.]

Particulars.	Actual cost of works.	Rate of interest and maintenance	Remarks.
New works.	R		
Goods tranship platform	4,099		
Goods shed with office	2,370		
Furniture and appliances	374		
	6,843		
Add—Supervision at 10 per cent.	684		
Total	7,527	½ per cent.	

Note.—The interest and maintenance charges on the works entered on this schedule are divisible between the Bombay, Baroda and Central India (Rajputana-Malwa and Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways, in the manner laid down in Clause XXIX (1) of the Agreement.

* Approved in Boards' letter No. 665, dated the 9th June 1899.
† Approved in Boards' letter No. 20, dated the 19th May 1899.
‡ Sanctioned in Government of India letter No. 710 R. I, dated the 26th July 1899.

SCHEDULE II.

List of works other than for transhipment purposes provided by the Bombay, Baroda and Central India (Rajputana-Malwa) Railway for the joint use of the Bombay, Baroda and Central India (Rajputana-Malwa and Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways. [*Clause XXVIII (b) of Agreement.*]

PARTICULARS.	Actual cost of works.	Rate of interest and maintenance.	REMARKS.
New works.	R		
Earthwork in filling up and levelling ground in Ujjain yard	19,454		
Alteration of one 4-metre bridge to suit broard gauge lines	860		
New fencing (wires)	208		
Additions and alterations to station building	4,755		
Removing counters from existing telegraph office room to Station Master's room, including fitting	9		
Railing for third class waiting shed	106		
Extension of lamp room	395		
Additions of two sets of rooms each to running room	2,046		
Extension of passenger platform	835		
Joint passenger platform	6,246		
Old rail over-bridge	3,826		
Raising a breast wall round well	471		
Cook-house with servants' quarters for refreshment room	473		
Ten units quarters for clerks	5,052		
Eight units traffic menials' quarters	1,517		
Eight units police quarters	1,747		
Six seated iron latrine for staff	481		
Building twelve new units plate-layers' huts	2,743		
Two gate-lodges with level-crossing gates	780		
Dismantling and rebuilding running room	1,293		
Furniture and appliances	2,109		
TOTAL NEW WORKS	55,502		
Existing works.			
Station building and passenger waiting shed	26,742		
Passenger platform	4,320		
Station latrines	696		
Lamp-room	1,656		
Home and distant signals	1,426		
Station Masters' and Signallers' quarters	2,895		
Police lines, seven units	2,378		
Menials' quarters	2,835		
" "	1,015		
Clerks' quarters, five units	6,106		
Bell of arms, one unit	150		
Latrine for staff	452		
Approach road to passenger platform	1,264		
One 4-metre bridge	4,064		
One irrigation drain	101		
Earthwork in station yard	4,480		
Fencing in station yard and up to distant signal	2,125		
Plantations, trees, and garden	845		
Furniture and appliances	2,638		
TOTAL EXISTING WORKS	66,188		
TOTAL NEW AND EXISTING WORKS	1,21,690		
Add—Supervision at 10 per cent.	12,169		
GRAND TOTAL	1,33,859	6¼ per cent.	

NOTE.—The interest and maintenance charges on the works entered on this schedule are divisible between the Bombay, Baroda and Central India (Rajputana-Malwa and Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways in the manner laid down in Clause XXIX (3) of the Agreement.

SCHEDULE III.

List of works provided by the Bombay, Baroda and Central India (Rajputana-Malwa) Railway for which the Bombay, Baroda and Central India (Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways pay outright, each paying half, *but on which no charge for interest or maintenance is to be levied. [Clause XXVIII (c) of Agreement.]*

PARTICULARS.	Actual cost of works.	Rate of maintenance.	REMARKS.
	R		
Additions, Alterations, and Dismantlement.			
Alteration to station building	439		
Removing and re-erecting fencing of stone posts and wire complete	194		
Diverting Public Works Department cart-road at east and west level-crossings	3,849		
Dismantling old gate-lodges and gates, including original cost	894		
Old running room dismantled	1,862		
Dismantling and rebuilding present Rajputana-Malwa Railway ashpit, 50 feet long	1,055		
Original cost and cost of dismantling six units plate-layers' huts	1,337		
Removing one-armed distant signal from west to east and adding second arm	254		
Moving, re-erecting, and converting the existing home signal into a three-armed signal	219		
Removing and re-erecting existing water columns	253		
One two-metre culvert dismantled	700		
Original cost of culverts under triangle	400		
Original cost of triangle, deducting value of material removed	2,630		
Dismantling culverts under triangle	21		
TOTAL	14,107	*Nil*	
Add—Supervision at 10 per cent.	...		
TOTAL WORKS DISMANTLED AND RE-ERECTED	...		

SCHEDULE IV.

List of works provided by the Bombay, Baroda and Central India (Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways for the joint use of the two broad gauge lines. [Clause XXVIII (d) of Agreement.]

PARTICULARS.	Actual cost of works.	Rate of maintenance.	REMARKS.
	R		
New Works—Broad gauge ballast and permanent-way.			
Ballast for broad gauge lines between boundary at east end (between Bombay, Baroda and Central India and Ujjain-Bhopal Railways) and west (Rutlam end) distant signal	13,175		
Permanent-way materials for broad gauge lines	1,13,188		
Points and crossings for broad gauge lines	19,998		
Scotch-blocks for do. do.	95		
Buffer stops for do. do.	132		
	1,46,588		
Add—Supervision at 10 per cent.	14,658		
TOTAL BROAD GAUGE BALLAST AND PERMANENT-WAY	1,61,246	5 per cent.	

NOTE.—The maintenance charges at the rates mentioned in the schedule are divisible between the Bombay, Baroda and Central India (Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways in the manner laid down in Clause XXVIII (d) of the Agreement.

SCHEDULE V.

List of works provided by the Bombay, Baroda and Central India (Rajputana-Malwa) Railway for the joint use of the Bombay, Baroda and Central India (Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways. [Clause XXVIII (e) of Agreement.]

Particulars.	Actual cost of works.	Rate of interest and maintenance.	Remarks.
	R		
New works.			
Dismantling the curved portion of existing metre gauge goods platform and rebuilding and raising the whole to suit broad gauge lines	1,118		
Alterations to existing metre gauge goods shed	330		
Furniture and appliances	1,009		
TOTAL NEW WORKS	2,466		
Existings works.			
Old metre gauge goods shed and platform transferred for use by broad gauge	13,412		
Approach road	962		
Furniture and appliances	175		
TOTAL EXISTING WORKS	14,549		
TOTAL NEW AND EXISTING WORKS	17,015		
Add—Supervision at 10 per cent.	1,701		
GRAND TOTAL	18,716	6¼ per cent.	

NOTE.—The interest and maintenance charges on the works appearing on this schedule are divisible between the Bombay, Baroda and Central India (Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways in the manner laid down in Clause XXIX (2) of the Agreement.

SCHEDULE VI.

List of works other than for transhipment purposes provided by the Indian Midland (Ujjain-Bhopal) Railways for the joint use of the Bombay, Baroda and Central India (Rajputana-Malwa and Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways. [Clause XXVIII (f) of Agreement.]

Paticulars.	Actual cost of works.	Rate of interest and maintenance.	Remarks.
	R		
Earthwork in main line from boundary of Bombay, Baroda and Central India and Ujjain-Bhopal Railways to east distant signal	676		
Earthwork in shunting siding	1,040		
East distant signal	350		
Fencing	933		
	2,999		
Add—Supervision at 10 per cent.	300		
GRAND TOTAL	3,299	6¼ per cent.	

NOTE.—The interest and maintenance charges on the works entered on this schedule are divisible between the Bombay, Baroda and Central India (Rajputana Malwa and Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways in the manner laid down in Clause XXIX (3) of the Agreement.

SCHEDULE VII.

List of works provided by the Indian Midland (Ujjain-Bhopal) Railway for the joint use of the two broad gauge lines. [Clause XXVIII (g) of Agreement.]

PARTICULARS.	Actual cost of works.	Rate of maintenance.	REMARKS.
	R		
Ballast for main line and siding at 20 c. ft. per foot run from boundary between Bombay, Baroda and Central India Railway to east distant signal	2,244		
Permanent-way 3,745 c. ft., at Rs. 6-4-0 per foot	23,406		
Buffer stop	150		
	25,800		
Add—Supervision at 10 per cent.	2,580		
TOTAL	28,380	5 per cent.	

NOTE.—The maintenance charges at the rates mentioned in the schedule are divisible between the Bombay, Baroda and Central India (Nagda-Ujjain) and the Indian Midland (Ujjain-Bhopal) Railways in the manner laid down in Clause XXVIII (g) of the Agreement.

APPENDIX CC.

Agreement FOR THE CONSTRUCTION MAINTENANCE AND WORKING OF THE LUDHIANA-DHURI-JAKHAL RAILWAY BY THE NORTH-WESTERN RAILWAY ON BEHALF OF THE MALER KOTLA AND JHIND DARBARS.

THIS INDENTURE made the sixth day of September 1899 between the SECRETARY OF STATE FOR INDIA IN COUNCIL (hereinafter called the Secretary of State) of the one part and the MALER KOTLA AND JHIND DARBARS of the other part:—

WHEREAS a line of Railway situated partly in British territory and partly in territory lying in the Native States of Jhind Maler Kotla and Patiala and about 79 miles in lengh is to be constructed on the 5½ feet standard gauge from Ludhiana on the North-Western Railway to Dhuri on the Rajpura-Bhatinda Railway and from Dhuri to Jakhal on the Southern Punjab Railway.

AND WHEREAS the Secretary of State and the Maler Kotla and Jhind Darbars have agreed that the said Darbars shall supply all the funds necessary for construction exclusive of rolling-stock with the stores plant and machinery pertaining thereto and of electric telegraph with the appliances appertaining thereto and that the Government of India shall construct and through the agency of the North-Western Railway maintain and work the said line of Railway from Ludhiana by Dhuri to Jakhal upon the terms and conditions hereinafter contained.

NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follows:—

1. "The North-Western Railway" means the Railway worked by the Secretary of State and now under the control of the Manager North-Western Railway and any alterations and additions that may from time to time during the continuance of this contract be made in or to the said Railway by or with the sanction of the Secretary of State but not so as to include any Railways or works comprised in "the Ludhiana-Dhuri-Jakhal Railway" as hereinafter defined.

2. "The Ludhiana-Dhuri-Jakhal Railway" means the Railway extending from Ludhiana on the North-Western Railway to Dhuri on the Rajpura-Bhatinda Railway and from Dhuri to Jakhal on the Southern Punjab Railway with any improvements alterations and additions of whatever description that may from time to time be made in or to the said Railway by or with the sanction of the Maler Kotla and Jhind Darbars but with the exception of the telegraphs and telegraphic appliances used or to be used thereon.

3 "The Amalgamated Undertaking" means "the North-Western Railway" and "the Ludhiana-Dhuri-Jakhal Railway" (as defined above in clauses 1 and 2 respectively) taken as a whole the intention being that these two Railways under the terms hereinafter contained in this agreement should be worked together as if the two constituted but a single Railway.

4. "Gross receipts" mean and include when not otherwise stated all receipts from coaching and goods traffic and from telegraphs all sums received as rents and all other receipts usually treated as Railway revenue.

5. This agreement shall be taken to have commenced and as having come into force upon the sixth day of September 1899 and shall be subject to revision from time to time and shall be and remain in force until the 31st day of December 1904 and shall be terminable then or on the 1st January or the 1st July in any year thereafter on six months' previous notice in writing being given by either party to this agreement to the other but without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken.

6. The North-Western Railway shall survey and select the best alignment available for the construction of the Ludhiana-Dhuri-Jakhal Railway and shall prepare an estimate of its cost such alignment and estimate of cost being subject to the approval of the Maler Kotla and Jhind Darbars and to the final sanction of the Secretary of State.

7 (*a*). The Maler Kotla and Jhind Darbars shall supply all funds necessary to complete the construction of the Ludhiana-Dhuri-Jakhal Railway as may from time to time be required by the Secretary of State.

7 (*b*) The Government of India shall through the agency of the Director of Railway Construction construct the Ludhiana-Dhuri-Jakhal Railway in a permanent and substantial manner of first class and durable materials according to the standard of the North-Western, Railway and shall furnish it with such stores plant machinery and equipment as may be necessary for working the traffic. Steel flat-footed rails 75 lbs. to the yard shall be adopted and deodar sleepers of the same specification as are used on the main line of the North-Western Railway.

7 (*c*). The Secretary of State shall provide the necessary electric telegraph and appliances.

7 (*d*). The Government of India shall with all reasonable despatch construct and make ready for opening the Ludhiana-Dhuri-Jakhal Railway and if possible shall open such railway within two years from the date of this agreement.

8. During the continuance of this agreement the North-Western Railway shall efficiently maintain the Ludhiana-Dhuri-Jakhal Railway and keep the same supplied with rolling-stock plant and machinery in good order as if it were part of the North-Western Railway and shall do all in their power to develop the traffic on the Ludhiana-Dhuri-Jakhal Railway and shall manage use and work the Ludhiana-Duri-Jakhal Railway and shall convey traffic thereon.

10. The Secretary of State shall be the sole judge as to the standard of maintenance to be required and the Revenue Accounts provided for in clause 26 following shall not be considered as finally closed and made up until such time as the maintenance is certified to by the Inspecting Officer appointed under the Indian Railways Act IX of 1890 or any subsisting statutory modification thereof as having been brought up to the standard required and the whole cost of the same debitable to Revenue has been duly charged off.

10 (*a*). The North-Western Railway shall be responsible for all accidents and for loss and damage of every kind (including claims for lost of damaged goods) that shall occur upon the Ludhiana-Dhuri-Jakhal Railway except accidents loss or damage caused by any extraordinary casualty not due to defects in the construction or to the maintenance or working of the said Ludhiana-Dhuri-Jakhal Railway by the North-Western Railway. Should any of the permanent works such as bridges stations buildings or other works upon the Ludhiana-Dhuri-Jakhal Railway fail from causes beyond the control of the North-Western Railway or should any extraordinary casualty occur the case must be regarded as exceptional and the cost of construction or replacement must be charged to Capital or Revenue or divided between them as may be deemed by the Secretary of State proper according to the circumstances of the case.

11. All subsequent works and alterations chargeable to Capital and which may from time to time be agreed upon between the North-Western Railway and the Maler Kotla and Jhind Darbars as necessary for the efficient working of the Ludhiana-Dhuri-Jakhal Railway shall be carried out by the North-Western Railway at the expense of the Maler Kotla and Jhind Darbars.

12. The Secretary of State may from time to time by notice in writing require the carrying out of any alteration or improvement in the Ludhiana-Dhuri-Jakhal Railway or any addition thereto that may in his opinion be necessary for the safety of passengers or for the safety of the public or for the effectual working of the Ludhiana-Dhuri-Jakhal Railway. Such notice shall specify the alteration improvement or addition required and shall also in general terms describe the works to be executed for the purpose of carrying out such alteration improvement or addition.

13. Any moneys required by the North-Western Railway for any purpose properly chargeable to the Maler Kotla and Jhind Darbars in connection with the Ludhiana-Dhuri-Jakhal Railway and sanctioned under clause 10 or 11 or required by the Secretary of State under clause 12 shall be provided by the Maler Kotla and Jhind Darbars according to such arrangements as shall from time to time be made between the Maler Kotla and Jhind Darbars and the Secretary of State. The incidence of the cost of all works to be constructed shall be agreed upon before the work is commenced.

14. The area of land required for the Ludhiana-Dhuri-Jakhal Railway whether during or after construction shall be provided free of cost by the Secretary of State in the case of British territory and by the Native States concerned in the case of land lying in Native States' territory. The North-Western Railway shall occupy such land during the period of this agreement but for purposes in connection with the Ludhiana-Dhuri-Jakhal Railway the North-Western Railway shall not acquire either absolutely or for any limited estate any land situate in Maler Kotla Jhind and Patiala territory or any rights or easements in over or in respect of any land so situate. The expression "land" includes as regards the operation of this clause buildings lands and all other hereditaments of whatever description.

15. During the continuance of this agreement the North-Western Raliway shall have entire control of the traffic working of the Ludhiana-Dhuri-Jakhal Railway shall supply all staff required for the supervision and working including that for audit and accounts and shall supply all locomotives and other rolling-stock fuel and working stores required for the efficient working of the Ludhiana-Dhuri-Jakhal Railway.

16. The North-Western Railway shall maintain and keep the Ludhiana-Dhuri-Jakhal Railway together with the plant and machinery and equipment in good repair and good working condition to the satisfaction of the Secretary of State.

17. The North-Western Railway shall cause to be run on the Ludhiana-Dhuri-Jakhal Railway so many trains at such times at such rates of speed between such places and with such conveniences and accommodations as the traffic shall from time to time require after duly considering any recommendations or suggestions from the Maler Kotla and Jhind Darbars.

18. The North-Western Railway shall book goods and passengers from all stations upon the line of the Ludhiana-Dhuri-Jakhal Railway to all such stations upon other lines of railway as the North-Western Railway now or shall from time to time interchange traffic with and shall otherwise extend to the traffic on the Ludhiana-Dhuri-Jakhal Railway all privileges facilities and booking arrangements now or hereafter used or enjoyed by the North-Western Railway in connection with other lines of Railway.

19. The North-Western Railway shall charge such rates fares and tolls and shall make such rules conditions and arrangements in respect of the traffic on the said Ludhiana-Dhuri-Jakhal Railway as are now in force or shall be from time to time within the powers of the Manager North-Western Railway to introduce on the North-Western Railway. Construction and revenue stores required either for the North-Western Railway or any lines for the time being worked by the North-Western Railway or for the Ludhiana-Dhuri-Jakhal Railway shall be carried over the lines of the "Amalgamated Undertaking" at the rates and under the conditions in force for the time being on the North-Western Railway.

20. All services which on the Ludhiana-Dhuri-Jakhal Railway the Secretary of State or the Maler Kotla and Jhind Darbars shall require the North-Western Railway to perform for the Post Office the Military Department the Police Department or any other Department of the State or for high Government and Darbar officials (including in such services the conveyance of mails as defined by the Post Office Act or Acts for the time being in force in India) the conveyance of Post Office servants when on duty the conveyance of troops and sailors Military and Naval establishments horses and other animals used for military purposes guns military stores and equipments the conveyance of police prisoners and paupers the conveyance of telegraph stores instruments officers and workmen and of any public stores whatever inclusive of stores for any other State Railway shall be performed by the North-Western Railway on the same general conditions and at the same rates and under the same conditions as may for the time being be generally in force on the North-Western Railway.

21 (*a*). The North-Western Railway shall record and keep in proper books full and particular accounts of all its transactions and correspondence in any way relating to or affecting the Ludhiana-Dhuri-Jakhal Railway or the business thereof or any of the matters or things included or referred to in this agreement so as at all times to exhibit fully and truly the state of its affairs in relation thereto and the Maler Kotla and Jhind Darbars or any person or persons appointed by them in that behalf shall at all reasonable times have free access to all the books accounts papers and documents of the North-Western Railway relating to the Ludhiana-Dhuri-Jakhal Railway with power to call for or make copies of or extracts from the same.

21 (*b*). The Director of Railway Construction shall supply quarterly reports of progress during the period of construction to the Maler Kotla and Jhind Darbars.

22. The North-Western Railway shall keep the following accounts in regard to the Ludhiana-Dhuri-Jakhal Railway :—

A Capital Account including the Stores Accounts.

A Revenue Account.

23. In the Capital Account of the Ludhiana-Dhuri-Jakhal Railway the following particulars shall be entered to debit and credit respectively (that is to say) :—

To debit.

(*a*) The value at cost price as shown in the accounts of the Ludhiana-Dhuri-Jakhal Railway as and in manner aforesaid inclusive of the railway plant and machinery and equipment supplied by the North-Western Railway as aforesaid.

(*b*) The value as certified by the Maler Kotla and Jhind Darbars of all land provided by them after the date of this agreement for the purposes of the Ludhiana-Dhuri-Jakhal Railway.

(*c*) All moneys which shall be actually expended by the North-Western Railway with the sanction of the Maler Kotla and Jhind Darbars out of the funds provided by them in respect of the Ludhiana-Dhuri-Jakhal Railway upon works plant or machinery the cost of which is chargeable to Capital.

(*d*) All such other sums (if any) as ought to be entered to debit in the Capital Account.

And to credit.

(*e*) All such of the moneys to be received by or on behalf of the North-Western Railway in respect of the Ludhiana-Dhuri-Jakhal Railway as ought under the provisions of this agreement to be treated as received on account of Capital.

(*f*) The value of any land originally debited to the Capital Account of which the North-Western Railway shall have been allowed to take possession for the purposes of the Ludhiana-Dhuri-Jakhal Railway and which shall have been subsequently relinquished.

24. All moneys expended by the North-Western Railway on the Capital Account of the Ludhiana-Dhuri-Jakhal Railway and all other expenses of the North-Western Railway in connection therewith shall from time to time be stated and submitted to the Maler Kotla and Jhind Darbars. The Capital Account shall from time to time be made up and the balance thereon ascertained and stated therein.

25. The gross receipts of the Ludhiana-Dhuri-Jakhal Railway are to be collected and treated as receipts of the North-Western Railway. Moneys such as shall arise from the sale of any property on any occasion other than the replacement of the property sold by other property of the same or a similar character shall be treated as received on account of Capital the residue shall be treated as received on account of Revenue: Provided always that no sale of any property other than stores belonging to the Darbar on any occasion other than such replacement as aforesaid shall be made without the sanction of the Maler Kotla and Jhind Darbars.

26. A Revenue Account for the Ludhiana-Dhuri-Jakhal Railway showing the earnings of the line under the heads prescribed for State Railways and in total the percentage deduction therefrom for working expenses as per clause 27 following shall be prepared by the North-Western Railway half-yearly to the 30th day of June and the 31st day of December in each year or to such other days as may at any time be prescribed for Indian State Railways and shall be regularly submitted by the North-Western Railway to the Maler Kotla and Jhind Darbars. Every Revenue Account shall be considered as settled at the expiration of three calendar months after the same shall have been submitted to the Maler Kotla and Jhind Darbars but nevertheless any error which may subsequently be discovered therein shall be corrected in the then next Revenue Account or in any subsequent Revenue Account or Accounts.

27. All costs charges and expenses incurred by the North-Western Railway in connection

with the maintenance management use and working of the Ludhiana-Dhuri-Jakhal Railway and the conveyance of traffic thereon inclusive of the use and keep of rolling-stock with plant and machinery of the electric telegraph of the accounts and audit of police of legal expenses and of the compensation for loss or damage incurred through accidents or under clause 10 properly chargeable to Revenue Account shall be paid by the North-Western Railway and in each half-year there shall be deducted from the gross receipts of the Ludhiana-Dhuri-Jakhal Railway fifty-five per cent. of such gross receipts and the balance after making the said deduction shall be paid over to the Maler Kotla and Jhind Darbars.

28. In case any question shall arise whether any expenditure incurred for purposes of the "Amalgamated Undertaking" is to be treated in the whole or in part as a charge incurred on Capital Account or how the same is to be dealt with the question shall be determined on the general principle that Capital is to bear the cost of new works of additional plant and machinery and of substantial improvements of and additions to old works plant and machinery including the cost of any temporary new work the construction of which is requisite for the construction of a work properly chargeable to Capital and that subject to the provisions of clause 10 the cost of repairs restorations renewals replacements and substitutions is to be borne by Revenue. If any difference shall arise between the Maler Kotla and Jhind Darbars and the North-Western Railway as to whether any expenditure incurred by the North-Western Railway on account of the Ludhiana-Dhuri-Jakhal line is properly chargeable to Capital or Revenue the matter in difference shall be referred to the decision of the Secretary of State.

29. In addition to the electric telegraphs already established along or upon the Ludhiana-Dhuri-Jakhal road the Secretary of State may from time to time establish such electric telegraphs as he shall think fit along or upon the Ludhiana-Dhuri-Jakhal Railway or any part or parts thereof or any land or works belonging thereto and may maintain and work the electric telegraphs already established or to be established as aforesaid as the Secretary of State shall think fit and it shall be lawful for the Secretary of State for such purposes or any of them to enter at all times by his agents workmen or others on any part or parts of the Ludhiana-Dhuri-Jakhal Railway or the lands or works belonging thereto and to erect place maintain make do and execute thereon all such buildings machinery works appliances acts and things as the Secretary of State shall consider necessary or proper in relation to the construction maintenance use and working of the said electric telegraphs. The Secretary of State shall be exclusively entitled to the possession of all buildings machinery works and appliances erected or brought by him under the powers conferred on him by this clause on the Ludhiana-Dhuri-Jakhal Railway or on any land or works belonging thereto. The North-Western Railway shall in accordance with the rules in force for the time being on State Railways at all times furnish the Secretary of State with such free passes over the Ludhiana-Dhuri-Jakhal Railway or any parts thereof as he shall require for persons employed by him in or about or in connection with the construction maintenance working or inspection of the electric telegraphs mentioned in this clause or any building machinery works or appliances appertaining thereto.

30. The Secretary of State shall from time to time allow the North-Western Railway to have the exclusive use of any such electric telegraphs and telegraphic appliances as he shall from time to time consider proper to be used by the North-Western Railway for the purpose of safely or efficiently working the Ludhiana-Dhuri-Jakhal Railway or any part or parts thereof. The Secretary of State shall maintain and keep in good repair and in good working condition the electric telegraphs and telegraphic appliances of which the North-Western Railway shall for the time being be allowed to have the use.

31. The North-Western Railway shall from time to time upon demand by the Telegraph Department of the Secretary of State transfer to the credit of that Department the amount which shall from time to time be due for rent maintenance and inspection of the electric telegraphs and telegraqhic appliances of which the Secretary of State shall from time to time under the last preceding clause have allowed to the North-Western Railway the exclusive use such charges being calculated according to the rules for the time being in force for State Railway telegraphs.

32. The North-Western Railway shall in relation to any electric telegraph or telegraphic appliances of which under clause 30 of this agreement it shall for the time being be allowed to have the use observe the rules applicable to telegraphs and telegraphic appliances which shall for the time being be in force in the case of State Railway telegraphs.

33. All correspondence connected with the construction maintenance and working of the Ludhiana-Dhuri-Jakhal Railway under any of the clauses of this agreement shall so far as the questions affecting principles and important matters are concerned be conducted between the Manager North-Western Railway for the time being and the Maler Kotla and Jhind Darbars through the medium of the Secretary to the Government of the Punjab in the Public Works Department but in ordinary matters the Maler Kotla and Jhind Darbars shall if they desire to do so correspond with the Manager North-Western Railway direct through their own officials.

34. The Maler Kotla and Jhind Darbars shall with all reasonable speed comply with all such requirements as the Secretary of State shall from time to time make in accordance with this agreement.

35. If there shall be any breach (whether by act or omission or default) on the part of the North-Western Railway or of the Maler Kotla and Jhind Darbars of any of the stipulations or provisions of this agreement performed or observed and the North-Western Railway or the Maler Kotla and Jhind Darbars respectively shall fail to remedy effectually any such breach as aforesaid within six calendar months after notice in writing to remedy the same shall have been given to the Maler Kotla and Jhind Darbars or the North-Western Railway respectively by the Secretary of State the Secretary of State may on or at any time after the expiration of the six calendar months

aforesaid determine this agreement by giving to the North-Western Railway or the Maler Kotla and Jhind Darbars as the case may be notice in writing of such determination.

36. Upon the determination of this agreement under either of the two clauses 5 or 35 or by effluxion of time the North-Western Railway shall give to the Maler Kotla and Jhind Darbars possession of the Ludhiana-Dhuri-Jakhal Railway in good working and efficient order together with the land plant machinery and equipment belonging thereto and all stores in hand or in course of delivery on the day of the determination of the contract and all plans books surveys sections printings writings and documents whatsoever in anywise connected with the Ludhiana-Dhuri-Jakhal Railway and all other property (if any) belonging or appertaining thereto and shall pay to the Maler Kotla and Jhind Darbars all moneys in the possession of the North-Western Railway on account of the Ludhiana-Dhuri-Jakhal Railway. And after such possession shall have been given and after all moneys which under this agreement shall have become payable to the Maler Kotla and the Jhind Darbars shall have been duly paid the Maler Kotla and Jhind Darbars shall be bound to indemnify the North-Western Railway its property and effects against all such debts and liabilities (if any) as it may have incurred on behalf of the Ludhiana-Dhuri-Jakhal Railway and which shall be then subsisting.

37. Upon the determination of this agreement the working stores appertaining to the Ludhiana-Dhuri-Jakhal Railway which may have been provided by the North-Western Railway shall if the North-Western Railway so desire be taken over by the Maler Kotla and Jhind Darbars at a valuation to be determined by mutual agreement or if necessary by arbitration.

38. In the event of any difference of opinion arising upon any of the terms of this agreement between the Maler Kotla and Jhind Darbars and the North-Western Railway the matter shall be referred through the Punjab Government to the Government of India whose decision shall be final and binding on all parties.

APPENDIX DD.

Temporary Agreement between the OUDH AND ROHILKHAND RAILWAY and the BENGAL AND NORTH-WESTERN RAILWAY COMPANY for the interchange of goods and coaching traffic at BENARES CANTONMENT JUNCTION and the dealing with BENGAL AND NORTH-WESTERN RAILWAY local coaching traffic at the station.

Memorandum of a temporary agreement made between the Oudh and Rohilkhand Railway (hereinafter called the Oudh and Rohilkhand Railway) and the Bengal and North-Western Railway Company (hereinafter called the Bengal and North-Western Railway), for dealing with the interchanged goods traffic and the local and interchanged coaching traffic of both railways at Benares Cantonment, for the use in common by both Railways of the Oudh and Rohilkhand Railway goods transhipment platform and passenger station and for the use by the Bengal and North-Western Railway of such metre gauge lines and sidings as belong to and are owned by the Oudh and Rohilkhand Railway at that station and its approaches.

CLAUSE 1.

Term of agreement.

This agreement shall come into force from the 1st April 1899, and shall continue in force until superseded by the permanent agreement to be entered into after completion and opening for traffic of the permanent junction station and arrangements now in progress in the Benares Cantonment Junction, but shall be subject to termination on three months' notice being given by either of the parties signatories to the agreement.

CLAUSE 2.

Definition of terms.

Unless there is something contrary or repugnant in the context, the following terms are throughout this agreement to bear the meaning and interpretation given below, namely:—

I.—Stations, traffic, vehicles, rates, fares, etc., of the Oudh and Rohilkhand Railway and Bengal and North-Western Railway, respectively, mean and include the stations, traffic, vehicles, rates, fares, etc., of other railways with which the Oudh and Rohilkhand Railway and Bengal and North-Western Railway may, respectively, have through traffic arrangements from time to time as well as those of the home line concerned.

II.—Oudh and Rohilkhand Railway local traffic means all traffic—Goods or Coaching—booked or invoiced from or to Benares Cantonment Junction Station *viâ* the standard gauge.

III.—Bengal and North-Western Railway local traffic means all traffic—Goods or Coaching—booked or invoiced from or to Benares Cantonment Junction Station *viâ* the metre gauge.

IV.—Interchanged traffic means all traffic booked or invoiced *viâ* Benares Cantonment Junction Station in accordance with terms of this agreement, from any station on one of the two contracting lines or any line beyond to any station on the other or any line beyond.

V.—Oudh and Rohilkhand Railway passing traffic means all traffic of the Oudh and Rohilkhand Railway between and *viâ* stations on the Oudh and Rohilkhand Railway on either side of Benares Cantonment Junction Station, and which, therefore only passes through that station and is not interchanged with the Bengal and North-Western Railway at the Junction.

VI.—Joint Staff means staff of all kinds employed for dealing with the interchanged goods traffic and the local and interchanged coaching traffic of both railways and for working traffic through and in and out of the joint station, and includes Station Masters, Assistant Station Masters, Coaching Clerks, Telegraph Signallers, Police, Pointsmen, Shunters, Menials, and all other staff employed in receiving and despatching and dealing with trains.

Goods Transhipment Clerks will not, for the present, be considered joint staff, as each railway will provide and pay for its own clerks to make over and take over interchanged goods traffic.

VII.—Running Staff means and includes Drivers, Firemen, Guards, Brakesmen, and all other staff that may be employed from time to time in the actual working of trains.

VIII.—Train means an engine with or (except for the purposes of clause 18) without one or more vehicles attached and running from or to the Benares Cantonment Junction Station under a line clear certificate or other authority to proceed.

IX.—The maund is considered, for all the purposes of this agreement, as consisting of 82·29 pounds divided into 40 seers, and the ton as consisting of twenty-seven maunds.

CLAUSE 3.

Control of station buildings, lines and sidings, joint staff, etc., and execution of additions, alterations and renewals.

I.—The station buildings and conveniences, lines and sidings, goods transhipment platform and joint staff at Benares Cantonment Junction station shall be under the absolute control of the Oudh and Rohilkhand Railway, but each railway shall be entitled to work its own trains into and out of the junction station, and to have equal use for traffic purposes under the terms of this agreement of the station buildings and conveniences and the goods transhipment platform.

II.—The Oudh and Rohilkhand Railway shall maintain and renew all existing buildings, works and conveniences that may be required for use in common by both railways, and shall from time to time provide the necessary funds for, and shall execute all new works, and all additions and alterations to existing works that may be required either for joint use, or exclusively for the use of the Bengal and North-Western Railway, and shall renew and maintain the same. The decision, as to whether any such additions, alterations, or renewals are necessary and required, shall be the subject of mutual agreement. Upon conclusion of this agreement all net expenditure incurred since it came into force, and which may then become unproductive, will be charged wholly to the Bengal and North-Western Railway, in the case of structures solely erected for the Bengal and North-Western Railway, and a moiety to each of the railways party to this agreement in the case of joint works.

CLAUSE 4.

Junction station limits.

The Distant Signals on the Oudh and Rohilkhand Railway and the Distant Signal on the Bengal and North-Western Railway shall be accepted and considered as the limits of the junction station, and all signals within these limits, as well as the Distant Signals, shall be worked by the Oudh and Rohilkhand Railway for both railways.

CLAUSE 5.

Staff.

I.—The staff for working the local and interchanged coaching traffic and the interchanged goods traffic of both railways shall (except, for the present, Goods Transhipment Clerks, a separate staff of whom shall be maintained by each Railway), be appointed and controlled by the Oudh and Rohilkhand Ralway. See also clause 2, VI.

II.—The whole of the staff of the Bengal and North-Western Railway, while within the limit of the junction station, shall obey and be bound by all the Rules and Regulations, and also all instructions which may be, from time to time, in force, or which may be issued by the authorities of the Oudh and Rohilkhand Railway, who shall have the same rights and control over the staff of the Bengal and North-Western Railway while within the limits of the junction station, as if the were the staff of the Oudh and Rohilkhand Railway itself.

III.—The joint staff shall deal with the traffic of the two railways as if it belonged to one only, no undue preference being given to that of either Railway.

IV.—Debits laid against the joint staff by the Bengal and North-Western Railway for errors in accounts, defalcations, etc., shall, if necessary, be deducted from the salary of the Station Staff or otherwise recovered upon proper representation by the Auditor of that railway.

CLAUSE 6.

Interchange of Traffic.

Coaching and Goods Traffic of every kind shall be freely interchanged between the two Railways with such special restrictions as may be, from time to time agreed to by the Traffic administrations of both railways, and subject to the following conditions, namely:—

(*a*) All packages of less than fourteen seers in weight interchanged shall be booked as Parcels.

(*b*) The minimum charge for Goods Traffic interchanged shall be as for half a maund, and no less charge shall be made than eight annas.

(*c*) No less charge than four annas shall be made upon Parcels Traffic interchanged, except in cases where half parcels rates are charged when the minimum will be two annas.

(*d*) The minimum charge for Goods and Parcels shall be divided in mileage proportion.

(*e*) Packages weighing more than two tons or exceeding 12 feet in length by 5 feet 6 inches in breadth by 6 feet high, outside measurement, shall not be interchanged except by special arrangement, but the restriction as to length shall not include girders, long timbers, etc., which can be carried on bolster wagons.

CLAUSE 7.

Rates and fares.

I.—Each railway shall supply the other, from time to time, with the rates and fares for interchanged traffic between the junction station and their respective stations.

II.—No alterations of rates or fares, or classification affecting the interchanged traffic, shall be made by either Railway without one month's previous notice in writing to the other, and such

notices shall be given so as to come into force only on the 1st of a month, and only by the Traffic Superintendent of either railway to the Traffic Superintendent of the other, respectively.

III.—Each railway shall supply its rates and fares and charges for local coaching traffic to and from the junction station to the joint station staff from time to time. The rules and conditions, applicable to the local traffic—goods or coaching—of the two railways, shall also apply in interchanged traffic, unless otherwise specially notified.

IV.—The distances between the junction station and stations on each railway, respectively, shall be supplied by each railway to the other from time to time.

V.—The actual amount to be charged by each railway on interchanged traffic shall be furnished by the other railway in the form of station-to-station rates in lump sums, in order to avoid any calculation of charges according to distance by stations, except in the case of parcels and other traffic charged on a through mileage.

CLAUSE 8.

Collection of charges.

I.—Each railway shall be responsible for collecting and paying over to the other all the charges which may be payable upon interchanged traffic.

II.—The receiving station shall check the invoices and way bills, and be responsible for collecting any amounts that may be under-charged on all traffic, whether booked "Paid" or "To Pay" with the following exceptions, which must be collected, in full, by the sending railway, namely:—

(*a*) Charges on live stock of every description.
(*b*) Charges on all perishable articles booked either as goods or parcels.
(*c*) Charges on Commissariat, Ordnance, Medical or other Government Stores which are booked on Credit Note, or which may be prepaid in cash.
(*d*) Passenger fares, charges on passengers' luggage, and on carriages, and charges for insurance.
(*e*) Charges on all articles booked and carried in charge of the owner.
(*f*) Charges on all articles either as goods or parcels, which, according to the rules of the forwarding railway, are required to be prepaid. The rules of the forwarding railway in this respect shall be duly notified to the receiving railway.
(*g*) Under-charges on specie, palanquins, and carriages booked by passenger train.
(*h*) All errors of and under one rupee in freight paid by Credit Notes other than those referred to in exception (*c*).

III.—The receiving station shall not reduce the weight of articles or the charges below what is shewn on the invoice or way bill without the consent of the forwarding railway, except in the case of over-charges, the evident result of errors in classification or rate or computation of freight.

IV.—The joint station staff shall collect all the fares, rates, and charges of both railways due on the local coaching traffic to and from the junction station, and these charges, etc., shall be paid to each railway when, and in such manner as may be arranged, from time to time, between the authorities of the two railways.

CLAUSE 9.

Claims.

I.—Claims for compensation, not arising from any act or negligence of the joint station staff, shall be settled and paid by the railway in whose custody the loss or damage occurred.

II.—Claims arising from any act or negligence of the joint staff shall, in the case of local traffic, be settled and paid by the railway whose traffic it is, and in the case of interchanged traffic be divided between the two railways in equal proportion.

III.—All damages or deficiencies in parcels or goods traffic shall be brought to the notice of the authorities of the two railways, as soon as they are discovered, in such manner as may be agreed upon by the traffic administrations, from time to time.

CLAUSE 10.

Telegrams.

Telegrams relating to the joint business of the two railways shall be interchanged free.

CLAUSE 11.

Division of receipts.

I.—The division of the receipts on interchanged traffic shall be carried out weekly by the Audit Offices of the two railways without reference to the end of a month, except that returns will be required for any odd days in a week which may complete the months of June and December in each year, and the receipts for interchanged traffic shall be accordingly divided up to the end of those months, respectively.

II.—The weekly accounts shall be made up to, and shall include the Saturday in, each week, and settlements shall be made monthly on accounts which shall be closed on the last Saturday of each month, except as provided for in para. 1 of this clause, and each railway shall have, in division, its own rates and fares, except in the case of minimum charges, as provided in para. (*d*) of clause 6 of this agreement, which shall be divided in mileage proportion on the understanding that all accounts shall be accepted as rendered, and that errors, which may afterwards be brought to notice, shall be adjusted without delay in subsequent accounts by the responsible railway.

CLAUSE 12.

Tickets, returns, inspection of accounts, etc.

I.—Each railway shall provide the tickets, forms, etc., required for its own traffic at the junction station.

II.—The joint station staff shall keep all such books, statements, and returns, as may be required by either railway, and shall render such statements and returns as either railway may require in reference to its own traffic, direct to the authorities of that railway, from time to time.

III.—All Joint traffic books and statement at the junction station, and all interchanged goods parcels, and other traffic books of either railway shall be at all times open to inspection by any authorised officer of either railway for any reasonable purpose in connection with the working of this agreement.

CLAUSE 13.

Watering, greasing, and oiling rolling stock.

I.—Each railway shall make its own arrangements for watering its own engines, and also for greasing and oiling and examining and repairing its own engines any other rolling stock at the junction station.

II.—Each railway shall supply lamps, oil, wicks, etc., for, and shall do the work of, lighting its own trains.

III.—Each railway shall provide its own shunting engines fully manned for its own shunting.

CLAUSE 14.

Unclaimed property.

Unclaimed property received at the Benares Cantonment junction station shall be the property of that railway which brought it to the station. When, however, there is any doubt as to by which railway any unclaimed property was brought to the junction station, such property shall be considered the property of the Oudh and Rohilkhand Railway.

CLAUSE 15.

Adoption of Conference Rules.

I.—The rules for the interchange of traffic between railways of different gauges as adopted at the Railway Conference of 1893 shall be adhered to, subject to any modifications which may be agreed to at any subsequent Conference, and which may be accepted by the railways parties to this agreement, or which may be adopted by mutual consent.

II.—In the event of vehicles of either of the two railways being delayed under load with interchanged goods at the junction station for want of vehicles of the other railway into which the interchange loads can be transhipped, the rules and rates for demurrage, adopted at the Railway Conference of 1893, are to apply.

CLAUSE 16.

The day shall, in all cases, be reckoned as 24 hours, commencing at 12 o'clock at night; part of a day to be reckoned as a day. Madras time shall be adopted in all cases. No *dies non* shall be allowed.

CLAUSE 17.

I.—Each railway shall be responsible for all damages or accidents caused by its own running staff within the limits of the junction station.

II.—Except as provided above, each railway shall be responsible for all damages or accidents within the junction station limits which may occur, (*a*) to its own stock, (*b*) to any foreign stock which the railway may have brought to the junction station, and (*c*) to the public or to the traffic in such home or foreign stock.

III.—Notice of all accidents, damages to stock, etc., connected with joint working, which may occur within the limits of the junction station, shall be sent, in accordance with the rules in force, from time to time, for reporting accidents on the Oudh and Rohilkhand Railway, to the officers of the two railways, as soon as possible, after the occurrence of such accidents, damages, etc.

IV.—In the event of the two railways being unable to agree as to the cause of any accident or the incidence of any loss or expenditure incurred thereby as provided in paras. I, II, and III of this clause, the Consulting Engineer to the Government of India for Railways, Lucknow, shall act as sole arbitrator for the decision of the matter, and the two railways agree to accept and abide by such decision when given.

CLAUSE 18.

Charges to be paid by Bengal and North-Western Railway to Oudh and Rohilkhand Railway.

In consideration of the Oudh and Rohilkhand Railway allowing the Bengal and North-Western Railway the use of the station buildings and conveniences, goods transhipment platform and the metre gauge lines and sidings within the limits of the Benares Cantonment junction station, the Bengal and North-Western Railway shall pay to the Oudh and Rohilkhand Railway for the use of the station buildings and conveniences and goods transhipment platform and the joint staff Rs. 2-8-0 per train in or out, and for the use of the metre gauge lines and sidings within the limits of the junction station Re. 1-12-0 per train in or out, making a total of Rs. 4-4-0 per each Bengal and North-Western Railway train as defined in clause 2 (VIII) arriving at or leaving the

lenares Cantonment junction station, but engines without one or more vehicles attached shall e charged only Rs. 2-8-0 for the use of station buildings, etc., as above defined. Such payment hall cover all charges for the use of the Oudh and Rohilkhand Railway way and works and ll services of the station staff, excluding charges for handling interchanged traffic, which hall be borne by the two railways in equal proportion.

CLAUSE 19.

Arbitration.

In case of any difference of opinion between the two railways as to the construction of any part of this agreement, or as to its application to any particular case, either railway shall be entitled to call for an arbitration, to e conducted in the usual way, each railway nominating its own Arbitrator, and should the Arbitrators so appointed fail to agree, they, that is, the Arbitrators, shall nominate an Umpire. The decision of the Arbitrators or their Umpire shall be final and binding upon both railways n regard to the matter or matters which may be referred to them or him. But if either of he two railways shall fail to nominate an Arbitrator within eight weeks after notice to call for n arbitration has been given to it by the other railway, such other railway may nominate its wn arbitrator, and in such case the decision of the one Arbitrator so appointed shall be inding and conclusive upon both railways.

APPENDIX EE.

An Agreement* made this 3rd day of October 1899 between THE INDIA GENERAL STEAM NAVIGATION COMPANY LIMITED a Company incorporated under the Indian Companies Act 1882 and having its Registered Office at Calcutta and now in liquidation (hereinafter called the old Company) and WILLIAM HENRY CHEETHAM CHARLES CONNING KILBURN and ARTHUR POINTON all of Calcutta Merchants the Liquidators thereof (hereinafter referred to as the Liquidators) of the first part THE INDIA GENERAL NAVIGATION and RAILWAY COMPANY LIMITED a Company incorporated under the English Companies Acts and having its Registered Office at No. 28 St. Mary Axe London E. C. (hereinafter called the new Company) of the second part, and the SECRETARY OF STATE FOR INDIA IN COUNCIL (hereinafter called the Secretary of State) of the third part.

WHEREAS these presents are intended to be read with and as supplemental to the following instruments :—

1. An Agreement† (called the preliminary Agreement) dated the 6th day of January 1897 and made between the Secretary of State of the one part and the old Company of the other part whereby it was provided amongst other things that on payment of the moneys therein mentioned the Secretary of State would execute an Indenture therein referred to being the scheduled contract hereinafter mentioned.
2. An Indenture† (called the scheduled contract) dated the 6th day of January 1897 and made between the Secretary of State of the one part and the old Company of the other part, being a contract or concession for the construction and working by the Secretary of State with moneys supplied by the old Company of a Railway from Mymensing to Jamalpore and conditionally thence to Subhankhali in Eastern Bengal by section 49 of which scheduled contract it is provided that the Registered Office of the old Company should at all times during the continuance of the said contract be situate in Calcutta.

AND WHEREAS by special Resolutions of the old Company duly passed and confirmed at Extraordinary General Meetings thereof held at its Registered Office respectively on the 8th day of March 1899 and the 30th day of March 1899 it was resolved (i) That it was desirable to reconstruct the old Company and accordingly that the old Company should be wound up voluntarily, and that the said W. H. Cheetham C. C. Kilburn and A. Pointon should be and they were thereby appointed jointly and severally Liquidators for the purpose of such winding up (ii) that the said Liquidators should be and they were thereby authorised to make and enter into such sale or arrangement as is contemplated by section 204 of the Indian Companies Act 1882 and in particular to enter into an Agreement with a new Company to be registered in England under the English Companies' Acts and to be named The India General Navigation and Railway Company Limited with a Memorandum and Articles of Association as therein mentioned for the sale to the new Company of the old Company's undertaking business and assets with effect from the 1st July 1899 and upon the terms set forth in the draft Agreement next hereinafter mentioned (iii) that the draft Agreement in the Resolutions referred to should be and the same was thereby approved and the Liquidators or any two or one of them should be and they or any two or one of them were and was thereby authorised pursuant to section 204 of the Indian Companies Act 1882 to enter into an Agreement with such new Company when incorporated in terms of the said draft and to carry the same into effect with such if any modifications as they or he might think expedient AND WHEREAS a copy of the said Resolutions was duly filed with the Registrar of Companies of Calcutta and the same were duly advertised in the Local Government Gazette and in one other Calcutta Newspaper AND WHEREAS the new Company was duly incorporated and registered in London on or about the 9th day of June 1899 and by the Memorandum of Association thereof it is provided amongst other things (i) That the Registered Office of the new Company would be situate in England and (ii) that the objects for which the new Company was established were *inter alia (a)* to purchase or otherwise acquire the business and good-will of the old Company and all or any of the moveable or immoveable property belonging thereto and to undertake all the liabilities of the old Company in relation to their business and for that purpose to enter into and carry into effect either with or without modification an agreement made in India and expressed to be made between the old Company and its Liquidators of the one part and the new Company of the other part a copy whereof was set forth in the first schedule to the Articles of Association of the new Company (*b*) to establish agencies or branches for carrying on the business of the Company (*c*) to establish a Branch Register or Branch Registers of shares or stock abroad and to register therein all transfers of shares or stock

* Approved of in Government of India letter No. 1657 R. C., dated the 1st September 1899.
† Printed as Appendix V to Part II of the Administration Report on Indian railways for 1896-97.

presented for registration and (*d*) to do all or any of the things therein set forth by or through agents or otherwise and by the said Articles of Association of the new Company it is amongst other things provided (i) That the Directors should forthwith cause to be executed in India on behalf of the Company the said Agreement mentioned or referred to in the said Memorandum and should carry the said agreement into effect with full power nevertheless from time to time to agree to any modification of the terms thereof either before or after the execution thereof (ii) that the Directors should forthwith cause to be opened at Calcutta a Branch Register of Members of the Company resident in India and the Branch Register of shares and stock held in India should be kept at the office of the Managing Agents in Calcutta (iii) that the Directors should provide for the management of the affairs of the new Company abroad in such manner as they should think fit and in particular establish local Boards local managing or consulting committees or local agencies in the United Kingdom or abroad and (iv) that the first Managing Agents of the new Company in India should be the members for the time being composing the firm of Messrs. Kilburn & Co. of Calcutta who should continue to hold such office for such period as is mentioned in the said Articles AND WHEREAS the said agreement referred to in the said Resolutions was executed by or on behalf of the parties thereto in Calcutta on or about the 29th day of June 1899 AND WHEREAS by the said agreement it is amongst other things provided that the old Company and its Liquidators should transfer and the new Company should take over as from the 1st day of July 1899 all and singular amongst other things the said Railway concession meaning thereby the said contract or concession the subject-matter of the scheduled contract AND WHEREAS the Liquidators informed the Secretary of State of the proposed reconstruction of the old Company and of the proposed incorporation of the new Company with a Registered Office in London and requested his sanction to the transfer of the said concession by the old Company to the new Company.

AND WHEREAS the Secretary of State has agreed to the said transfer subject to the conditions hereinafter contained.

AND WHEREAS the office of Messss. Kilburn and Company the Managing Agents of the new Company in Calcutta is situate at No. 4 Fairlie Place Calcutta.

Now these presents witness that the Secretary of State at the request of the old Company and its Liquidators hereby consents to the transfer of the said concession to the new Company subject to the Agreement on the part of the new Company hereinafter mentioned and the new Company in consideration of such consent as aforesaid for itself and its assigns hereby covenants with the Secretary of State in manner following that is to say (i) that the new Company and its assigns will carry out and be bound by the scheduled contract and the terms stipulations and conditions therein contained in like manner as if the new Company and not the old Company had been joined with the Secretary of State as a party to the preliminary agreement and the scheduled contract respectively (ii) that the new Company will so long as the scheduled contract is in existence keep and maintain a branch office in Calcutta to which all communications and notices addressed by the Secretary of State to the new Company in respect of the scheduled contract and the Railway or any other matter therein referred to shall be received and dealt with in the same manner as if such communications and notices had been addressed to and received at the Registered Office of the new Company in London and that all such communications and notices so addressed to and received at such branch office in Calcutta shall be deemed and taken to have been addressed to and received at the Registered Office of the new Company in London and (iii) that the new Company will keep the Secretary of State informed from time to time during the existence of the scheduled contract of the situation of its branch office in Calcutta and of any change in the situation thereof and of any change in the appointment of its Managing Agents in Calcutta. And the new Company hereby declares that the present situation of its branch office at Calcutta is the office of its Managing Agents in India No. 4 Fairle Placie aforesaid.

APPENDIX FF.

Memorandum of Agreement between the BENGAL-NAGPUR RAILWAY COMPANY, LIMITED (hereinafter called the Bengal-Nagpur Railway), and the EAST COAST (STATE) RAILWAY (hereinafter called the East Coast Railway), for the working of traffic over the CUTTACK-KHURDA ROAD Section and for the provision of accommodation and services at the Stations of KHURDA ROAD, BARANG and CUTTACK, as also for the exchange of traffic of all kinds between the two Railways.

CLAUSE I.

Duration of Agreement.—The Agreement shall be considered as having effect from the 1st December 1899, and shall by mutual consent be subject to revision, from time to time, either by addition thereto on wants which have not now been anticipated, or by correction thereof on matters which have been inaccurately determined herein ; it shall further be subject to termination on either side at six months' notice, to take effect from the 1st January or 1st July of any year.

CLAUSE II.

Interruption of Agreement.—The working of the agreement shall, however, remain in abeyance during the flood seasons if the Bengal-Nagpur Railway are unable to maintain through connections, giving as early notice as possible of such cessation of working or of the resumption thereof on connections being again made, and being responsible to the East Coast Railway to return all East Coast Railway stock which may be on the Bengal-Nagpur Line. If, however, such stock is not duly returned to the East Coast Railway, or is detained by failure of the temporary bridges, diversions and works at any time, the Bengal-Nagpur Railway shall be responsible and pay to the East Coast Railway the hire as may be mutually agreed upon of such stock, or shall replace the same in their respective classes for the whole period that the stock may be so detained.

CLAUSE III.

Provision of Rolling Stock.—

1. The Bengal-Nagpur Railway shall provide coaching stock for all passenger and coaching traffic between Khurda Road and Cuttack, except for such traffic as will be carried by the East Coast Railway local trains between Puri and Cuttack.
2. All passenger and goods trains shall be worked over the Khurda Road-Barang Section by Bengal-Nagpur Railway engines, excepting such local Puri-Cuttack trains as the East Coast Railway shall desire to work by its own engines.
3. Passengers will be required to change carriages at Khurda Road.
4. Goods traffic may be worked by either of the services above enumerated.
5. All coaching traffic other than by the local Puri-Cuttack trains shall be transferred between the trains of the two railways at Khurda Road.
6. No charge shall be made by the Bengal-Nagpur Railway for mileage or hire over the Barang-Khurda section on their coaching stock or upon goods stock carrying passengers when forming part of their ordinary mail and mixed trains; nor shall any charge be made by either railway for mileage or hire of goods road vans running between Khurda and Cuttack in either direction.

   The East Coast Railway shall, however, pay mileage or hire from Barang on all such vehicles belonging to any railway other than the Bengal-Nagpur Railway, and on such stock of the Bengal-Nagpur Railway also, when run on trains other than the ordinary mail and mixed trains of that railway.
7. Khurda Road station, Engine shed and yard and running rooms to be joint as regards use by both railways. As their share of joint station expenses, and to cover all cost of using loco. appliances, engine shed, watering, running rooms, all shunting other than that usually performed by the train engines, etc., the Bengal-Nagpur Railway shall forego their claims for hauling charges of trains on the Khurda Road-Barang Section, any petty loco. repairs done at Khurda Road for Bengal-Nagpur Railway engines shall, however, be paid for by the Bengal-Nagpur Railway.

CLAUSE IV.

Rates and Fares.—

1. Each railway shall charge its own rates and fares, including terminals over its own line, Barang being taken as the point of junction.
2. Each railway shall take all receipts for all trains running on its own line, Barang being the junction point for division of receipts.

CLAUSE V.

Terminal services and accommodation.—

1. The East Coast Railway shall provide a Running Room for Guards at Khurda Road for the use of the Bengal-Nagpur Railway, and the Bengal-Nagpur Railway shall provide similar accommodation at Cuttack.

2. The Bengal-Nagpur Railway shall have free of charge the joint use of the Barang yard and other accommodation already provided there.

3. For all trains, except the Puri-Cuttack local trains, the Bengal-Nagpur Railway shall supply Guards to work the Section Cuttack to Khurda Road, the Guard to be in charge of the trains the whole distance both ways.

4. The East Coast Railway shall supply all Guards to work the Puri-Cuttack local trains, the Guards to be in charge of the trains and work them the whole distance both ways.

5. In case of extra traffic arising, and the Bengal-Nagpur Railway being unable to supply a Guard to work a train under para. 3 above, the East Coast Railway will lend a Guard to meet the emergency, he being considered for the time so employed as a Bengal-Nagpur Railway employé engaged on the work detailed above.

6. The East Coast Railway shall do all the carriage and wagon cleaning, oiling, and greasing and examination of stock of both railways at Khurda Road, and provide a Carriage Examiner, staff and stores for joint use, the cost being shared equally by each railway.

7. The Bengal-Nagpur Railway shall lamp all its trains between Cuttack and Khurda Road. The East Coast Railway to do the same for all its trains and the Puri-Cuttack local trains.

8. The East Coast Railway shall provide at Cuttack power for its own shunting, and at Khurda Road will marshall and shunt trains for the Bengal-Nagpur Railway under arrangements to be settled by the respective Traffic authorities, no charge being made for the same.

9. The East Coast Railway station staff at Barang shall, for the purposes of this Agreement, be deemed joint station staff, the expenses of the joint station being shared equally by the two railways. The joint staff shall, if required, perform on behalf of both railways all such duties as are demanded of a joint staff, both in local and through booking, and render all Audit and Traffic Returns which may be found necessary, the cash receipts for both railways being sent to the Audit Office, East Coast Railway.

10. The East Coast Railway station staff at Khurda Road shall provide any returns required by the Audit or other authorities of the Bengal-Nagpur Railway, and the Cuttack station staff shall do the same for the East Coast Railway.

11. The whole of the staff of the Bengal-Nagpur Railway while within the limits of Barang station shall obey and be bound by the rules and regulations and instructions issued by the East Coast Railway authorities, the Manager of the latter railway deciding in case of breaches of rules any disputes as to the interpretation of rules. The Guards or the official of either railway running into Cuttack or Khurda Road will be subject in the same way to the orders of the station staff of these places.

12. The ordering of extra and special trains beyond those arranged to run daily between Khurda Road and Cuttack shall be arranged for daily by the Bengal-Nagpur Railway, and the usual yard reports must be wired daily at 6 and 16 hours to the District Traffic Superintendent and Station Master, Khargpur.

CLAUSE VI.

Interchange of Rolling Stock.—

1. Stock shall be interchanged between the two railways in accordance with the Conference Regulations in force for the time being, subject to any further modifications which may be agreed to at any subsequent Conference, or which may be adopted on a reference through the Secretary of the Railway Conference, in accordance with the rules of procedure, or by mutual consent, but no rolling stock shall be tendered for interchange which does not conform to the standard dimensions prescribed by the Government of India.

2. For the calculation of mileage on stock, or the determination of liability for accidents under clause 12 of the Conference Rules which are not covered by para. XI of this Agreement, or if demurrage on all stock booked short of Khurda Road, Barang station shall be taken as the point of junction to each railway.

3. For the calculation of demurrage on all stock booked to Khurda Road and beyond Khurda Road shall be taken as the point of junction, the time being taken by joint number-takers at that place, except for Bengal-Nagpur Railway coaching stock, for which Khurda Road shall be considered the home station.

CLAUSE VII.

Through Traffic arrangements.—

1. Coaching traffic of all kinds shall be booked through between all stations on both railways, except such stations on either line as may be excluded from time to time by the Traffic authorities of the two lines, and merchandise traffic shall be similarly booked.

2. Through traffic between the East Coast Railway and the Bengal-Nagpur Railway shall be understood to mean coaching and merchandise traffic which may be booked or invoiced in accordance with the terms of this Agreement through from any station on one of the two contracting lines, or any line beyond, to any station on the other or any line beyond.

3. The rules and conditions applicable to the local traffic of the two railways shall also apply in through traffic.

4. Unless otherwise specially agreed to, the through rates and fares shall be the sum of the local rates and fares of each railway to or from Barang, respectively.

5. In the case of through minimum and other charges, coaching and goods which are common to both railways, the two lines shall be treated as one, and the minimum amount actually paid shall be divided upon mileage. The minimum charge for goods in through booking shall be eight annas.

6. In through traffic each railway shall be responsible for collecting all charges due to the other on all received traffic, with the exceptions noted below, for which the forwarding railway shall be responsible:—

I.—Charges on live-stock of every description.

II.—Charges on all articles, either goods or parcels, which, according to the rules of the forwarding railway, are required to be prepaid. The rules of the forwarding railway in this respect shall be duly notified to the receiving line.

III.—Charges on Commissariat and Ordnance stores booked under Credit Note.

IV.—Errors under rupee 1 either way in freight paid by Credit Note.

V.—Undercharges in fares of passenger ticket, freight on passengers' luggage, and charges for insurance.

VI.—Charges on all articles booked and carried with the owner.

VII.—Undercharges on specie, palanquins, and carriages booked by passenger train.

7. The receiving railway shall not reduce below the charge mentioned in the invoice or through way bills without the consent of the forwarding railway, except in the case of overcharges, the evident result of error in classification or computation of freight.

8. The distance between Barang and stations on the East Coast Railway and Bengal-Nagpur Railway, respectively, for computing charges shall be supplied by each railway to the other from time to time, but the actual amounts to be charged by each railway shall be furnished by the other Railway in the form of junction rates, and not at mileage rates for subsequent computation by stations.

9. The Audit Office of the two railways shall exchange weekly division sheets, each Railway to have in division its own rates and fares as quoted in accordance with paras. above quoted, except in the case of minimum and other charges common to both lines, which shall be divided by mileage. Each railway shall account for all inwards through traffic within six weeks from the date the invoices pass the junction. A monthly settlement of accounts based on division sheets, bills and settlements as rendered shall be made by transfer certificate, on the understanding that all errors brought to notice will be adjusted without delay by the responsible railway in subsequent accounts.

10. No goods damageable by fire or water shall be allowed to leave the line of the owning railway in open wagons, except under special arrangement and subject to the provisions of Conference Regulations.

11. The station premises working and books at Barang shall be open to inspection by the officers of either railway.

CLAUSE VIII.

Supply of Forms, Stationery, and Tickets.—Each railway will provide all forms, stationery, and tickets, etc., necessary for its own particular purpose for local and through working, inwards and outwards, both coaching and goods. At Barang local and through tickets, forms, stationery, etc., will be provided by each railway for its own traffic.

CLAUSE IX.

Handling Charges.—

1. For goods booked to and from Barang, the cost of such handling shall be paid for by the railways concerned, and for goods transhipped at Khurda Road and Cuttack on through booked invoices and luggage and parcels on through booked way-bills, the cost will be borne by the transhipping railways, respectively.

2. Each railway to get the terminal on its own local traffic and its terminal on its own line in through traffic.

CLAUSE X.

Telegrams.—Each railway to receive and despatch telegrams on joint business free.

CLAUSE XI.

Accidents.—

1. The cost of all damages caused by the station staff at Cuttack, Barang, Bhubaneswar and Khurda Road to the engines, vehicles or to the traffic in the latter, or to the engines or vehicles of any other railway at which at the time it may be the owning railway, shall be debited jointly in equal proportion.

2. In the case of accidents caused by the individual running or line staff of any one railway not acting at the time under the orders of the joint station staff, the railway whose staff shall have caused the accident shall be responsible for all loss or damage thereby.

3. Notice of all accidents, damages or losses, etc., connected with joint working which may occur within the limits of the joint stations shall be sent in accordance with rules in force on the East Coast Railway, from time to time, to the officers of the two railways immediately such accidents, loss, etc., occur.

CLAUSE XII.

Claims.—

1. All claims on through traffic not covered by clause XI due to the misconduct or carelessness of the joint staff at Barang shall be halved. All claims on the local traffic of either railway similarly arising at Barang shall be charged to the railway concerned.

2. As regards losses and compensation claims on through goods traffic passing Khurda Road, Cuttack or Barang Conference Rule 35 to apply, these places for the purposes of the interpretation of this rule being accepted as joint stations. Any loss debitable under this rule to joint station expenses to be halved. Through traffic for the purpose of this Rule shall be considered to be all traffic interchanged between the two railways.

CLAUSE XIII.

Issue of Free Passes.—Either railway may issue free passes between Khurda Road and Cuttack, and each railway may send free its own officers' reserved carriages by the trains of either railway, subject to such restrictions as the traffic of either railway may require and as may be mutually arranged.

CLAUSE XIV.

Arbitration.—In case of any difference of opinion between the two railways as to the construction of any part of this Agreement, or as to its application to any particular case, either railway shall be entitled to call for an arbitration to be conducted in the usual way, each railway nominating its own Arbitrator, and should the Arbitrators so appointed fail to agree, they, that is, the Arbitrators, shall nominate an Umpire. The decision of the Arbitrators or their Umpire shall be final and binding upon both railways in regard to the matter or matters which may be referred to them or him. But if either of the two railways shall fail to nominate an Arbitrator within eight weeks after notice to call for an arbitration has been given to it by the other railway, such other railway may nominate its own Arbitrator, and in such cases the decision of the one Arbitrator so appointed shall be binding upon both railways.

CLAUSE XV.

Confirmation.—This Agreement shall be subject to the confirmation of the * Government of India and the Board of Directors* of the Bengal-Nagpur Railway.

* Sanctioned in Government of India letter No. 798 R.T., dated the 20th July 1900.

APPENDIX GG.

Memorandum of Agreement between the BENGAL-NAGPUR RAILWAY and the CALCUTTA STEAM NAVIGATION COMPANY as represented by their AGENTS, MESSRS. HOARE MILLER AND COMPANY, for the establishment of out-agencies in Calcutta and new Stations between Kola and Calcutta for the Bengal-Nagpur Railway Company for the booking and carriage of Goods and Passengers to and from Calcutta and Kola Station on the Bengal-Nagpur Railway, on the banks of the Roopnarain river.

1. The Calcutta Steam Navigation Company agree to act as the Agents of the Bengal-Nagpur Railway in Calcutta and river stations for the receipt of goods and passengers booked from stations on the Bengal-Nagpur Railway and foreign railways *viâ* Kola, and for despatch of goods and passengers from Calcutta and river stations to stations on the Bengal-Nagpur Railway and foreign railways.

2. The Calcutta Steam Navigation Company agree to convey from Kola all goods and passengers booked *viâ* Kola from the Bengal-Nagpur Railway and foreign railways to Calcutta and the intermediate river stations at the maximum rates and fares quoted in Schedule A.

3. The Calcutta Steam Navigation Company agree to convey to Kola all goods and passengers booked *viâ* Kola from Calcutta and intermediate river stations to stations on the Bengal-Nagpur Railway and foreign railways at the maximum rates and fares quoted in Schedule B.

4. (*a*) The Bengal-Nagpur Railway Company agree to pay the Calcutta Steam Navigation Company a monthly sum of Rs. 250, commencing from the 1st July, 1899, for the use of the jetties and godowns at Armenian Ghât.

(*b*) The Bengal-Nagpur Railway Company agree to pay the Calcutta Steam Navigation Company a sum of 2 pice per maund as a terminal charge on all goods booked *viâ* Kola to and from Calcutta and river stations, commencing from the 1st of August 1899.

5. The Calcutta Steam Navigation Company agree to be liable to the Railway Company for all loss that may occur in the transit of goods between Kola and the river stations to which goods may be consigned to and from during the period such goods are in their charge. The loss or damage the Calcutta Steam Navigation Company is to be liable for is to be that the Railway Company has to pay for such loss or damage.

6. The Calcutta Steam Navigation Company agree that the payments to be made in paragraphs 2, 3, and 4 are to cover the cost of agency charges, the railway undertaking not to exceed these charges for the portion of the carriage done by the Calcutta Steam Navigation Company in quoting through rates to the public.

7. The Calcutta Steam Navigation Company and the Bengal-Nagpur Railway Company, respectively, agree to deliver all goods at Kola accompanied by properly drawn out invoices. Portions of consignments will be received in transfer under memo. invoices, provided the original invoice has previously come to hand.

8. Manifest showing in full details the cargo actually transhipped shall be supplied by the flats for goods to be discharged at Kola.

9. The Calcutta Steam Navigation Company agree to wire each night to the railway Station Master at Kola the amount of traffic in tons there will be for despatch beyond Kola the following day. Should the limit of 500 tons be exceeded, no demurrage on flats can be claimed, unless it has previously been arranged with the Station Master that he can deal with the traffic in question.

10. The Bengal-Nagpur Railway Company agree that they wire from Khargpur to the Calcutta Steam Navigation Company the total tonnage required each day at Kola, giving at least 24 hours' notice before the consignments are due to arrive by train to Kola.

11. Weekly division sheets will be prepared by the Calcutta Steam Navigation Company and the Bengal-Nagpur Railway Company's Audit Office and submitted to each other, together with all invoices and way bills, as follows :—

(*a*) Division sheet for passengers, luggage, etc., be prepared by the forwarding Company or railway.

(*b*) Division sheet for parcels and goods to be prepared by the receiving Company or railway.

(*c*) The net result of the division sheet for four weeks will be entered in a monthly account of through traffic, and the balance of the account will be paid by the railway to the Company, or *vice versâ*, whether all the freight accounted for has been collected or not.

12. All parcels, way bills, and goods invoices for inward consignments will be accounted for in the week in which the way bill or invoice is received, irrespective of the actual receipt of consignments, or their delivery or collection of freight thereon.

13. Weekly abstracts of forwarded goods and parcels are to be submitted by the Calcutta Steam Navigation Company to the Bengal-Nagpur Railway Company, and *vice versâ*.

14. The Calcutta Steam Navigation Company will be responsible that the Bengal-Nagpur Railway Company and foreign railways are correctly credited with their fares and freight in

the following cases :—Inward goods and parcels, outward passengers, luggage, etc., with the following exceptions :—

(*a*) The booking Company will be responsible for all errors in booking, except in the case of parcels which, under the rules of the forwarding Company, are not required to be prepaid, in which case the receiving Company will be responsible.

(*b*) The receiving Company shall not reduce the weight or the charges of articles below the amounts entered on the parcels, way bills or invoices, without the consent of the forwarding Company.

(*c*) Each Company shall be responsible for collecting all charges due to the other on all received traffic, with the exceptions noted below, for which the Company forwarding the goods shall be responsible.

(1) Passenger fares, charges on luggage and live-stock of every description, and parcels booked in charge of owner.
(2) Charges on all perishable and dangerous articles.
(3) Commissariat or Ordnance stores booked, prepaid either by cash or Credit Note.
(4) Under-charges under one rupee in freight by Credit Note tendered by the public.
(5) Insurance charges.

15. This Agreement is terminable on six months' notice on either side.

SCHEDULE A.

PASSENGERS.

From *viâ* Kola to	Calcutta Armenian Ghât.	Budge Budge.	Oloobertia.	Gewankhali.
	R a. p.	*R a. p.*	*R a. p.*	*R a. p.*
First Class	3 8 0	3 4 0	2 12 0	2 0 0
Second Class	1 12 0	1 10 0	1 6 0	1 0 0
Intermediate Class	0 14 0	0 13 0	0 11 0	0 8 0
Third Class	0 7 0	0 6 6	0 5 6	0 4 0
First Class Return	5 4 0	4 14 0	4 2 0	3 0 0
Second Class Return	2 10 0	2 7 0	2 1 0	1 8 0

GOODS RATES PER MAUND.

First Class	0 2 0	To all stations.
Second Class	0 3 0	Ditto.
Third Class	0 4 0	Ditto.
Fourth Class	0 5 1	Ditto.
Fifth Class	0 6 1	Ditto.
Special Class	0 1 6	Ditto.
Dangerous Goods	0 9 2	Ditto.

SCHEDULE B.

PASSENGERS.

To Kola from	Calcutta Armenian Ghât.	Budge Budge.	Oloobertia.	Gewankhali.
	R a. p.	*R a. p.*	*R a. p.*	*R a. p.*
First Class	3 8 0	3 4 0	2 12 0	2 0 0
Second Class	1 12 0	1 10 0	1 6 0	1 0 0
Intermediate Class	0 14 0	0 13 0	0 11 0	0 8 0
Third Class	0 7 0	0 6 6	0 5 6	0 4 0
First Class Return	5 4 0	4 14 0	4 2 0	3 0 0
Second Class Return	2 10 0	2 7 0	2 1 0	1 8 0

GOODS RATES PER MAUND.

First Class	0 2 0	From all stations.
Second Class	0 3 0	Ditto.
Third Class	0 4 0	Ditto.
Fourth Class	0 5 1	Ditto.
Fifth Class	0 6 1	Ditto.
Special Class	0 1 6	Ditto.
Dangerous Goods	0 9 2	Ditto.

APPENDIX HH.

RAJPIPLA STATE RAILWAY.

Heads of Agreement between the RAJPIPLA STATE now represented by the Dewan (hereinafter called the RAJPIPLA STATE), and the BOMBAY, BARODA and CENTRAL INDIA RAILWAY COMPANY (herein styled the Company), for the working of the RAJPIPLA STATE RAILWAY from ANKLESVAR to NANDOD on the 2′ 6″ gauge (hereinafter called the RAJPIPLA RAILWAY).

1 (*a*). Under the conditions hereinafter recited the Company agree to work on behalf of the Rajpipla State, the Rajpipla Railway and such extensions as it may be agreed upon between the Rajpipla State and the Company to include in this arrangement.

(*b*). The arrangements herein laid down shall be in force for three years, from the date of the opening of the Rajpipla Railway to public traffic; but may, either on expiry of the three years or at the end of any calendar half-year thereafter, be terminated on one year's notice from either party to the Agreement.

2. All communications between the Rajpipla State and the Company under this Agreement shall pass through the Political Agent of Rewa Kantha, and the Consulting Engineer for Railways to the Government of Bombay, who shall, for the purposes of this Agreement, undertake the same general duties with respect to the Rajpipla Railway as are entrusted to him with respect to the railways under the control of the Bombay Government, and take the orders of Government when necessary.

3. The Company shall be subject in all respects, with reference to the Rajpipla Railway, to the same control by the Bombay Government as they are with regard to their own line.

4. The Rajpipla Railway, including stations, station buildings, sidings, furniture, weighing machines, dwellings for staff, level crossings, signals, signal lamps, cash-safes, rolling stock, engine and repairing sheds, provision for water-supply, and all other necessary appliances for working the line, shall be provided by, or at the cost of, the Rajpipla State, and such alterations and additions thereto, as may from time to time be found necessary, shall be carried out by, or at the cost of, the Rajpipla State.

5. The Company shall maintain and work the Rajpipla Railway, and shall have the entire control of the train and traffic arrangements, appoint all necessary staff, and provide all necessary labour and materials for the proper and efficient maintenance and working of the railway, the cost being borne by the Rajpipla State as laid down in clause 13.

6. The Company shall keep a separate account of the earnings of the Rajpipla Railway, and shall be responsible for the collection of all the revenue appertaining to that railway, including such rents as may be charged under the Company's rules, to any of their servants or the servants of the Rajpipla State occupying dwelling houses, the property of the Rajpipla State; and shall pay the same into the Treasury in the same manner as their own earnings, and shall credit the amounts to the Revenue Account of the Rajpipla Railway.

7. The Company shall furnish the Rajpipla State with weekly returns, both approximate and audited, of the earnings of the Rajpipla Railway with monthly accounts of Capital and Revenue transactions, and at the close of each half-year with a full account both of receipts and expenditure, under detailed heads to be settled between the Consulting Engineer for Railways to the Government of Bombay and the Company.

8. (*a*). Advances shall be made by the British Government Treasury to meet the cost of working the Rajpipla Railway and debited to the Company.

(*b*). The account as between the British Government and the Rajpipla State shall be finally adjusted at the close of each half-year as soon as possible, after the Revenue Account is rendered, and the balance in favour of or against the Rajpipla State shall then be paid over to it or by it, as the case may be.

9. (*a*). The fares to be charged for coaching traffic and the rates to be charged for goods traffic shall be fixed, from time to time, by the Agent of the Company in communication with, and subject to the approval of, the Rajpipla State.

(*b*). In the absence of any special agreement between the Rajpipla State and the Company the fares and rates for coaching, goods and miscellaneous traffic, and the classification of goods on the Rajpipla Railway, shall as far as may be, conform to those generally in force on the Bombay, Baroda and Central India Railway.

10. For the present the fares and rates for local passenger and goods traffic over the Rajpipla Railway shall be as under:—

PASSENGERS.

Upper Class	9 pies per mile.
Lower do.	3 ditto.

GOODS.

Special Class Goods	0·25 pie per md. per mile.		
First Class	0·4	do.	do.
Second Class	0·6	do.	do.
Third Class	0·8	do.	do.
Fourth Class	1·0	do.	do.
Fifth Class	1·2	do.	do.

11. Through goods rates shall be fixed by the Company according to the foregoing scale, or such other scales as may be agreed to from time to time by the Company in communication with, and subject to the approval of, the Rajpipla State.

12. The same terminals shall be charged on different descriptions of traffic on the Rajpipla Railway as on the Bombay, Baroda and Central India Railway, and they shall be divided as under:—

(*a*). On *bonâ fide* local traffic on the Rajpipla Railway, the whole terminal shall be credited to the receipts of that railway.

(*b*). On through traffic between stations on the Rajpipla Railway and stations on the Bombay, Baroda and Central India Railway, any amount which the Company may have to pay out for cartage shall first be deducted from the terminal, and half the residue of the terminal shall be credited to the receipts of the Rajpipla Railway.

13. The expenses of working the Rajpipla State Railway shall be ascertained and paid by the Rajpipla State as follows:—

(*a*). *Maintenance of Way, Works, etc.*—A separate account to be kept of all wages and stores purchased for the maintenance of the permanent-way, works, and the buildings on the Rajpipla Railway, and the cost thereof, together with the salary of an Inspector, to be charged to the Rajpipla State.

(*b*). *Locomotive* and *Carriage and Wagon.*—A separate account to be kept of all wages and stores for the Rajpipla Railway, and of all expenditure in the maintenance of the Rajpipla Railway rolling stock and shops, and of any work debitable to the Revenue of the Rajpipla Railway done for that line in the shops of the Company, and the cost to be charged to the Rajpipla State.

(*c*). *Traffic.*—A separate account to be kept of all wages and stores for the Rajpipla Railway, and the cost to be charged to the Rajpipla State.

The actual cost of working the station at Anklesvar at the junction of the Rajpipla Railway with the Bombay, Baroda and Central India Railway to be divided between the Rajpipla State and the Company in proportion to the amount of work done for each, which is to be estimated at the close of each half-year, and is to be measured by the amount of traffic, both through and local, dealt with on account of the Bombay, Baroda and Central India Railway and the Rajpipla Railway, respectively, at Anklesvar.

(*d*). *Compensation.*—All compensation of any character for loss or damage, or on account of any accident or occurrence on the Rajpipla Railway arising from any cause for which a Railway Company would, under the law in force in British India, be liable, shall, if paid by the Company, be charged to the Rajpipla State.

(*e*). *Police.*—A separate account to be kept of the wages, stores, and expenses of the Bombay, Baroda and Central India Railway Police employed on the Rajpipla Railway, and the cost thereof to be charged to the Rajpipla State.

(*f*). *Contribution to the Provident Fund.*—One per cent. on the ascertained net earnings of the Rajpipla Railway on completion of the half-yearly accounts to be deducted and paid into the Provident Fund of the Bombay, Baroda and Central India Railway, the benefits of which are to be enjoyed by the employés of the Rajpipla State Railway.

(*g*). *Superintendence.*—A sum equal to 12½ per cent. on the total working expenses, but not less than 300 (three hundred) rupees per mensem, nor more than an average of 800 (eight hundred) rupees per mensem, in the half-year to be charged to the Rajpipla State, to cover the cost of superintendence, including the Resident Engineer, the Locomotive Foreman, the District Traffic Superintendent, the Traffic Inspector, general expenses of Management and Audit.

(*h*). *Postal arrangements.*—Mails and Postal Officers on duty shall be carried at the rates and on the conditions which may be in force from time to time on State Railways in British India.

14. All money transactions under this Agreement as between the Bombay Government, the Rajpipla State, and the Company shall be in British Government rupees, and the Company are to accept the British Currency only in payment of fares and rates.

15. Any question or dispute which may arise in carrying out these arrangements shall be settled by arbitration in a manner to be arranged between the Government of Bombay, the Rajpipla State, and the Company.

16. The Indian Railways Act and the Standing Regulations of the Company as applicable to the Bombay, Baroda and Central India Railway, as approved by the Governor-General in Council under the Indian Railways Act, which have been accepted by His Highness' Government, shall apply to the Rajpipla Railway. The above Act and Standing Regulations shall, within railway limits on the Rajpipla Railway, constitute the law in force under which offences and actions affecting the Company or their servants shall be tried.

17. The telegraph line along the Rajpipla State Railway shall be constructed and maintained by the Imperial Telegraph Department on the same terms as regards charges for rent and maintenance as may be, from time to time, in force in the case of State railways. The Company shall work the line in strict accordance with the rules which have been, or which from time to time may be, authorised by the Governor-General in Council for the adoption and working of licensed railway lines in British India.

18. The foregoing clauses are subject to confirmation by the Government of India* and the Board of Directors of the Company.

* Sanctioned in Government of India letter No. 610 R. T., dated the 25th May 1900.

APPENDIX II.

Schedules to Agreement* between the MADRAS RAILWAY COMPANY AND THE NILGIRI RAILWAY COMPANY for the working of the Nilgiri Railway.

Statement showing the distribution to Joint Account, Nilgiri Railway and Madras Railway, of the cost of works at Mettupalaiyam.

(Approved by the Agent and Chief Engineer, Nilgiri Railway, in his letter No. 2624 of the 8th September 1898.)

No. of items.	Name of work.	Cost of works.	Amount chargeable to Joint Account.	Amount wholly chargeable to Nilgiri Railway.	Amount wholly chargeable to Madras Railway.	REMARKS.
		R	R	R	R	
	Station works, etc.,—vide estimate sanctioned in Consulting Engineer's letter No. 599, dated 29th July 1872.					
1	Station-house, European urinals and platform.	18,625	18,625	...	...	
2	Goods shed	8,498	...	...	8,498	
3	Station Master's bungalow	3,692	3,692	...	...	
4	Engine Driver's bungalow	1,678	...	...	1,678	
5	One engine turntable	5,441	...	...	5,441	
6	Three carriage turntables	8,115	...	...	8,115	
7	Engine pit	824	...	...	824	
8	Earthwork in forming station ground	3,709	3,709	...	...	
9	Ballasting	2,212	...	...	2,212	
10	Laying of rails	664	...	...	664	
11	Cost of permanent-way materials	22,966	...	...	22,966	
12	Laying points and crossings	52	...	...	52	
13	Cost of points and crossings	1,980	...	...	1,980	
14	Ditch and mound fencing	123	123	...	...	
15	Semaphore signals	311	...	...	311	
16	Gates	210	210	...	...	
17	Buffer frames	1,004	...	...	1,004	
18	Scotch block	199	...	...	199	
	Estimates sanctioned separately.					
19	Engine shed and siding	2,459	...	...	2,459	
20	Horse platform and carriage dock	1,320	...	...	1,320	
21	Latrines for native passengers	1,448	1,448	...	...	
22	Shed over Madras Railway goods open platform	2,522	...	...	2,522	
23	Luggage office and 3rd class waiting room	2,824	2,824	...	...	
24	Lamp room	643	643	...	...	
25	Extension of loading bank	330	...	...	330	
26	Extension of platform verandah	753	753	...	...	
27	Enclosing shed over Madras Railway goods open platform	757	...	...	757	
28	Alteration to station-house	1,010	1,010	...	...	
29	Four native clerks' houses	2,486	2,486	...	...	
30	Eight huts for porters	1,521	1,521	...	...	
31	Running Guards' bungalow	2,180	...	...	2,180	
32	Temporary quarters for Guards	140	...	...	140	
33	Post office	1,211	...	...	1,211	
34	Deputy Post-Master's bungalow	1,248	...	...	1,248	
35	Front and back verandah for Post office	776	...	...	776	
36	Godown for Brewery Company	3,043	...	...	3,043	
37	Alterations and additions to Brewery godown	260	...	...	260	
38	Godown for Messrs. Stanes and Co., Messrs. Pierce, Leslie and Co.	2,379	...	...	2,379	
	Junction arrangements,—vide estimate sanctioned in G. O. No. 2675 R., dated 11th November 1892.					
39	Refreshment room and extension of platform	10,422	10,422	...	...	
40	Transhipping platform and shed	9,890	9,890	...	...	
41	Alteration of sidings	5,338	5,338	...	...	
42	Extra permanent-way materials	5,242	...	...	5,242	
	Estimates sanctioned separately.					
43	Carriage Examiner's bungalow	1,151	...	...	1,151	Actual expenditure.
44	Alteration to native latrine	621	621	...	...	Estimated cost.
45	Proposed watering arrangements	24,060	24,060	...	...	
	TOTAL	1,66,337	87,375	...	78,962	

* Printed as Appendix BB to part II of the Administration Report on Indian railways for 1898-99.

LIST OF BUILDINGS, APPLIANCES, FURNITURE, ETC., HANDED OVER BY THE NILGIRI RAILWAY TO THE MADRAS RAILWAY COMPANY.

Approved to be correct by the Chief Engineer, Madras Railway Company, in his letter to the Agent and Manager, No. C, 107-209, dated the 6th February 1899.

Mettupalaiyam.

Transhiping shed and platform.*
Engine shed for two engines with office attached.
Carriage examining pit.
Temporary workshop behind engine shed.
1 Foreman's bungalow with kitchen, stable and out-houses complete.
1 Driver's bungalow with out-houses, etc.
10 Units menials' quarters.
11 Sets of points and crossings complete.
1 Distant signal complete.
About $\frac{3}{8}$th mile of sidings.

Kallar.

1 Station building complete containing booking and ticket offices, lamp and store rooms and verandah with two separate rooms for Station Master's quarters.
2 Units menials' quarters.
1 Engineering stores.
1 Temporary workshop.
1 Water tank complete with piping, cocks, etc.
About $\frac{1}{4}$ of mile 2″ pipes leading from Kallar River.
1 Platform, 250 feet long.
1 Engine ashpit.
3 Sets of points and crossings.
1 Double-armed station signal complete.
1 Scotch block.
About 500 feet of sidings.
1 Derailing switch and signal.
2 Stop notice boards.
2 Station name boards.
1 Temporary latrine.

Furniture, etc.

2 Tables.
3 Chairs.
2 Benches.
2 Notice boards.
1 Clock with keys.

Adderley.

1 Station building containing Telegraph office with verandah round.
1 Unit Station Master's quarters (temporary).
1 ,, Menials. ,,
1 ,, P. W. gang. ,,
1 Platform, 60 feet.
1 Iron water tank complete with piping, etc.
1 Masonry tank with $\frac{3}{8}$ mile of 1″ supply pipe from ch. 435.
1 Double-armed station signal.
1 Scotch block.
1 Derailing switch and signal.
2 Stop notice boards.
1 Station name board.
2 Sets of points and crossings.
1 Train siding, 150 feet.
1 Lay-bye, 60 feet.
1 Temporary latrine.

Furniture, etc.

2 Tables.
4 Arm chairs.
1 Notice board.

* Paid for by Madras Railway.

Hillgrove.

1 Station building complete containing booking office, verandah, lamp and store rooms with separate quarters for Station Master; also rest room for Engineering Department.
3 Units menials' quarters.
1 Permanent Way Sub-Inspector's quarters and store.
1 Block (10 units) P. W. quarters.
1 Water tank complete with pipes, cocks, etc., and 1½" pipe from Hillgrove stream.
1 Platform, 250 feet.
1 Engine ashpit.
2 Sets of points and crossings.
1 Double-armed station signal.
1 Scotch block.
1 Derailing switch and signal.
2 Stop notice boards.
2 Station name boards.
1 Temporary latrine.
1 Train siding, 150 feet.
1 Lay-bye, 60 feet.

Furniture, etc.

2 Tables.
6 Chairs.
2 Notice boards.
1 Clock with keys.

Runnymede.

1 Telegraph office (temporary).
1 Station Master's quarters.
1 Menial's quarters.
1 Platform 200 feet.
1 Iron water tank complete with piping cocks, etc., and 1½" pipes from Coonoor River.
1 Double armed station signal.
1 Scotch block.
1 Derailing switch and signal.
1 Station name board.
1 Set of points and crossings.
1 Siding, 350 feet.

Coonoor.

1 Station building complete.
1 Passenger platform, 250 feet.
1 Latrine.
1 Goods shed.
1 Goods platform, 200 feet.
1 Engine shed for two engines.
1 Store shed.
2 Carriage examining pits.
1 Ornamental fountain.
2 Hydrants.
1 Masonry tank with pipes, cocks and valves complete.
1 Station Master's bungalow complete with servant's houses, etc.
1 Block Clerks' quarters.
1 " Menials' "
2 Name boards.
1 Ornamental lamp post.
1 Distant signal complete with wire and lever, etc.
1 Double-armed home signal.
1 Stop board.
4 Scotch blocks.
11 Sets of points and crossings about ⅝ mile of sidings.
1 Pair level-crossing gates.
1 Drinking fountain.
1 Weighing machine in goods shed.

List of furniture, etc.

4 Tables, office.
1 " dining, large.
2 " " round.
1 " round (waiting room).
24 Chairs, common, armed.
24 " armed and caned.
4 Leather covered easy chairs.
2 " " couches.

Coonoor—*concluded.*

3 Side boards (dining-room).
1 Kitchen stove.
6 Pairs of green rep curtains with rings, poles, etc., complete.
2 Lavatories complete (English).
2 Water closets " "
1 Urinal " "
1 Cheval glass.
2 Sets, blinds.
1 Meat safe.
3 Clocks.

Pictures in frames.

12 Hat pegs, shelves in kitchen, store-room, lamp-room, etc.
12 Name boards of rooms.
1 Wash stand and crockery.
1 Dressing table and glass.
2 Commodes.
3 Towel racks.
3 Door mats.
1 Umbrella stand.
2 Rooms fitted linoleum.

Bawani.

1 Wrought iron tank on iron standards with delivery pipes, cocks, etc., complete.
1 Hand A. pump and piping complete.

Level-Crossing, Ch. 748.

1 Gate lodge complete.
2 Pairs level-crossing gates.
2 Check rails.

Level-Crossing, Ch. O.

1 Gate lodge complete.
2 Pairs level-crossing gates complete.
2 Check rails.
16 Stone mile posts.
48 Ditto ¼, ½, ¾.
42 Gradient posts.
10 Sets posts and chains level-crossings.
6 Rack steam notice boards.

IST OF LOCOMOTIVES AND ROLLING STOCK, ETC., HANDED OVER BY THE NILGIRI RAILWAY TO THE MADRAS RAILWAY COMPANY.

pproved to be correct by the Locomotive Superintendent, Madras Railway Company, in his letter to the Agent and Manager, No. A. 16225/1513, dated the 25th November 1898.

Description of Articles.		Quantity.	Remarks.
ocomotives	No.	4	Named "Lion," "Tiger," "Leopard," "Panther."
Total		4	
Rolling Stock.			
st Class Carriages	No.	4	No. from 1 A. to 4 A.
omposites	"	4	" " 1 C. to 4 C.
rake Vans	"	4	" " 1 C. G. to 4 C. G.
latform Trucks	"	16	" " 1 P. I to 16 P. I.
Total		28	
Duplicate Parts of Engines.			
rake Blocks for coupled wheels or adhesion Brake Blocks	No.	14	
rake Blocks for spare axles or Rack drum Brake straps	"	2	
teps for carrying axles or Leading, Driving Trailing axle Box brasses	"	6	
teps for coupling rods or coupling rod bushes	"	4	
teps for outside connecting rod or big and little end brasses adhesion engine	"	4	
teps for inside connecting rods or Rack engine big and little end brasses	"	4	
iston rings for outside cylinders or adhesion Piston rings	"	12	
iston rings for inside cylinders or Rack Piston rings	"	12	
lide valves for outside cylinders or slide valves for adhesion engine	"	2	
lide valves for inside cylinders or slide valves for Rack engine	"	2	
ccentric liners for inside cylinders or Eccentric rings for Rack engine	"	4	
yres in the Rough	"	6	
ube Ferrules	"	154	
ngine springs with buckles or Engine springs Leading, Driving and Trailing	"	8	
pur driving wheels or Rack Driving spur wheels	"	4	
pur Rack wheels or Rack pinion wheels	"	4	
prings for wheels or springs for Rack pinion complete	"	32	
oiler Tubes brass	"	50	
auge glasses (India Rubber Rings 48)	"	24	
ndia Rubber Rolling Rings for brake Cylinders	"	4	
Duplicate Parts of Carriages.			
Wheels and axles	Pairs.	2	
Axle Boxes	No.	8	
Bearing Brasses or axle Brasses	"	16	
Compensating Beams	"	1	
Spiral springs for bogies	"	4	
Elliptical bearing springs or Elliptical bogie springs	"	4	
Swing beam hangers or bogie beam hangers	"	8	
Panes window glasses	"	6	
Brake blocks for pinion brake or Brake block Rack	"	2	
Wheel brake blocks or brake blocks adhesion	"	4	
Rubber Rings for Vacuum Brake	"	6	
Roof Lamps	"	32	
Duplicate Parts of Trucks.			
Brake pinion with wheels complete or Rack pinion with carrying brackets complete	No.	1	
Axle Boxes or axle Boxes with brasses	"	10	
Spiral bearing springs A, Spiral bearing springs B, Spiral bearing springs C } Spiral springs	"	8	
Rubber Rings rolling for Vacuum Brake	"	12	
Brake Blocks	"	17	
Buffer springs D, Buffer springs E } or springs volute for buffer	"	3	
Tarpaulins	"	49	

Description of Articles.		Quantity.	Remarks.
Stores.			
Pipes, Copper, 4½"	No.	8	
Pipes, Zinc, 2"	„	2	
Iron bars, round, 1"	bars	10	
Iron bars, round, ⅞"	„	12	
Iron bars, flat, 2" × ½"	„	3	
Copper wire	lb.	5	
Pipe, copper, ½"	ft.	26	
Pipe, copper, ⅜"	„	11½	
Pipe, copper, ¾"	„	16	
Crucible	No.	1	
Feeders, Tin Oil	„	5	
Cans, Tin Oil	„	7	
Brushes paint of sizes	„	10	
Files of sorts, new	„	32	
Files of sorts, old	„	23	
Oil Linseed, Raw	lb.	25	
Packing gland, Eagle patent	„	27	
Paint black, Ivory powder	„	5	
Paint powder, ochre-yellow	„	5	
Do. do. red	„	30	
Do. emerald green	„	4	
Do. red lead	„	50	
Do. white lead	„	100	
Powder, black lead	„	8	
Paint powder, red oxide of Iron	„	112	
Varnish, copal	gall.	5	
Do. Black, Japan	„	5	
Turpentine	lb.	40	
Cotton waste	„	112	
Flax	„	70	
Soap, soft, Country	„	70	
Brick, bath	„	10	
Worsted, white	„	3	
Cuttle fish shell	„	60	
Iron nails	„	30	
Glass Tube for water gauge	No.	60	
India rubber washer for gauge glasses	„	52	
Tools and Plant.			
Lathe with 1 face plate and set of change wheels for screw cutting ranging from 20 to 120	No.	1	
Benches	„	9	
Tables, Dealwood	„	2	
Table, washing	„	1	
Chair, old	„	1	
Oil Tanks, square	„	4	
Oil Tank stand	„	2	
Lamp Doty	„	1	
Lamp hand, signal	„	1	
Beam scale with weights	Sets	3	
Grinding stone with trough	No.	1	
Bench with Vices (1 screw broken)	„	6	
1 ton Differential Pulley block complete	„	1	
6 tons Differential Pulley block incomplete	„	1	
Portable forges	„	2	
Face plates	„	3	
Tube expanders	„	2	
Traversing Jacks 10 tons	„	2	
Do. do. 18 „	„	2	
Screw Jacks, Haley, 8 „	„	2	
Bear Punches (2 incomplete)	„	3	
Sledge hammers	„	8	
Hand do.	„	11	
Steel Jumpers	„	7	
Tommy bars	„	4	
Bow Saw with 6 spare blades	„	1	
Taps and Dies complete, ¼" to 1⅛"	Set	1	
Dolly hammer	No.	1	
Pinch bar	„	1	
Bottle Jacks, 4 tons	„	2	
Block Pulley, single	„	1	
Do. double	„	4	
Steel foot rules, 1'	„	2	
Types, letter and Figure	Set	1	
Grindstone	No.	1	
Buckets, Zinc	„	6	
Trestles, Large	„	8	
Do. Small	„	11	

Description of Articles.		Quantity.	Remarks.
Tools and Plant—concluded.			
Pipe cutter and wrench, 1½"	No.	1	
Pipe cutter 1¼"	,,	1	
Do. 2"	,,	1	
Monkey wrenches	,,	3	
Hammers, rivetting	,,	5	
Do. copper	,,	2	
Chisels, cold	,,	16	
Pin punches	,,	26	
Spanners of sorts, single and double end	,,	35	
Mufflers, Spanners	,,	3	
Packing hooks	,,	3	
Do. Shovels	,,	3	
Spanners, Box	,,	2	
Spanners, Box Square	,,	4	
Spanners, claw	,,	4	
Levers for spanners	,,	4	
Closed spanners	,,	4	
Augers of sizes	,,	5	
Chisels of sizes, Carpenter, English	,,	4	
Chisels of sorts, Country	,,	2	
Plane Rabbit	,,	3	
Screw Drivers, Country	,,	3	
Plane, Joiners, English	,,	1	
Hand vice	,,	1	
Turning chisels	,,	2	
Fiddle drill	,,	1	
Files of sorts	,,	19	
Saw, hand	,,	1	
Saw, sash	,,	2	
Iron, square	,,	2	
Plane, Jack	,,	2	
Plane, smooth	,,	2	
Plane plough with 8 Irons	,,	1	
Planes, assorted	,,	7	
Chisels, Gauge	,,	6	
Spoke shave	,,	2	
Adze	,,	1	
Carpenters', Cramp	,,	1	
Keyhole saw with 4 blades	,,	1	
Steel tape, Carpenters'	,,	1	
Drill bits	,,	41	
Brads	,,	8	
Gimlet bits	,,	8	
Pincers	,,	1	
Oil stone	,,	1	
Foot rule, wooden, 2'	,,	1	
Anvils	,,	3	
Swage Block and stand	,,	1	
Tongs of sorts	,,	14	
Swages top and bottom	,,	30	
Sets top and bottom	,,	9	
Brace Crank	,,	1	
Rivetting Snaps	,,	9	
Set Flat	,,	1	
Oil Cans, Tin	,,	4	
Oil Feeders	,,	4	
Lamps, Miners'	,,	6	
Ratchet Brace	,,	1	
Ratchet Bits	,,	4	

APPENDIX JJ.

Revised* clause 12 of the Agreement,† dated the 1st March 1889, between the EASTERN BENGAL STATE RAILWAY and the INDIA GENERAL STEAM NAVIGATION COMPANY for the working of the goods traffic between GOALUNDO AND CERTAIN RAILWAY RIVER TERMINI.

In the event of the Company carrying goods by the direct service between Calcutta and the stations or marts mentioned in paragraph 9 in excess of the goods carried between Calcutta and these stations or marts respectively by the combined service in any calendar year the Company shall pay as a penalty to the railway three pies per every maund so carried in excess. Provided always that no penalty shall be payable by the Company under this clause in respect of goods which shall be so carried in excess by the direct service by reason of the railway's inability to receive or deliver such goods at any one or more of the railway river terminal stations, and that a margin of five per cent. on the total weight shall be left out of account in calculating any penalty.

The Company shall render monthly to the railway a return of all goods carried by them direct both up and down.

* Approved in Government of India letter No. 479 R. T., dated the 26th April 1900.

† Printed as Appendix Y to Part II of the Administration Report on Indian railways for 1896-97.

APPENDIX KK.

Cancellation* of clause 36 of the Agreement,† dated the 26th June 1895, between the EASTERN BENGAL STATE RAILWAY and the INDIA GENERAL STEAM-NAVIGATION COMPANY for the working of the coaching and despatch goods traffic between GOALUNDO AND NARAINGUNGE.

The following clause has been rescinded :—

36. The Company shall guarantee to the Secretary of State, his successors and assigns, during the continuance of this Agreement, the carriage by the railway from Goalundo to Calcutta of 175,000 (one hundred and seventy-five thousand) chests of tea during each year. The railway's share of the rate shall be Ro-7-0 per chest, provided that, if the quantity actually carried falls short of 175,000 (one hundred and seventy-five thousand), the Company shall pay Ro-3-3 per chest only for such shortage.

* Approved in Government of India letter No. 648 R. T., dated the 17th June 1898.

† Printed as Appendix R. to Part II of the Administration Report on Indian railways for 1895-96.

APPENDIX LL.

Addenda* to clause XVII (*a*) of the Agreement,‡ dated the 25th November 1895, between the SOUTHERN MAHRATTA† AND SOUTH INDIAN RAILWAY COMPANIES for working the JUNCTION STATION at DARMAVARAM.

In the case of live-stock and carriages carried by goods train, the following equivalents shall be taken :—

	Ton.
For each horse and pony and head of horned cattle	$\frac{1}{2}$
For each dog, sheep, calf, goat, pig or other small animal	$\frac{1}{10}$
For each carriage	$\frac{1}{2}$

* Sanctioned in Government of India letter No. 1225 R. T., dated the 2nd November 1898.

† Approved by the Boards of the Southern Mahratta and South Indian Railway Companies, in letters No. 337, dated the 12th August 1898, and No. 233, dated the 19th June 1899, respectively.

‡ Printed as Appendix AA to Part II of the Administration Report on Indian railways for 1896-1897.

APPENDIX MM.

Revised* clause 13 with Schedule A of the AGREEMENT† between the EAST INDIAN AND EASTERN BENGAL STATE RAILWAYS, having effect from 1st April 1887, for the interchange of coaching and goods traffic *viâ* NAIHATI JUNCTION.

Clause 13.

(*a*). The Eastern Bengal Railway shall construct and maintain the necessary buildings and conveniences for the traffic and staff at the Naihati Station in accordance with the plans or drawings agreed on between the two railways for the accommodation of the traffic of the two railways, but such buildings and conveniences shall be under the absolute control of the Eastern Bengal Railway.

(*b*). The East Indian Railway, for the use of such buildings and conveniences so to be provided by the Eastern Bengal State Railway, shall pay to the Eastern Bengal State Railway a rent on the following scale upon half the outlay incurred by the Eastern Bengal State Railway as exhibited in Schedule A appended hereto.

For land, 4 per cent per annum or such other rate as may be fixed for the time being to cover interest on the cost of the land.

For joint structures (including earth-work), machinery and plant (including furniture), 6½ per cent. per annum to cover interest and maintenance.

For ballast, rails, sleepers, rail or sleeper fastenings or fittings, points and crossings, 9 per cent. per annum to cover interest and maintenance.

All expenditure incurred on additions that may hereafter be agreed upon by the two lines as necessary to the joint working shall be added to the amount on which interest as aforesaid is to be paid by the East Indian Railway, which shall further pay interest as aforesaid on the cost of all existing buildings, quarters, lines, sidings and other conveniences within the three distant signals which shall be agreed upon by the two railways as necessary to the working of Naihati Station.

* Sanctioned in Government of India letter No. 502 R.T., dated the 1st June 1899, and in Board Directors' letter No. 43, dated the 10th March 1899.

† Printed as Appendix J to Part II of the Administration Report on Indian railways for 1887-1888.

SCHEDULE A.

Statement shewing the Buildings and Sidings at Naihati Station used jointly by the East Indian and Eastern Bengal State Railways.

ITEMS.	COST.			Total.	REMARKS.
	Sidings.	Buildings, etc.	Land.		
OLD WORKS.	R	R	R	R	
1. Station building with platforms, complete, as per Mr. Granvil's estimate	...	35,000	...	35,000	
Permanent-way in main line between the distant signals	24,300	...	...	24,360	
Permanent-way in sidings at Naihati	18,013	...	...	18,013	
Ballast	18,800	...	...	18,800	
Disc signals	...	720	...	720	
Points	1,620	...	...	1,620	
Crossings	1,050	...	...	1,050	
Earth-work	...	4,000	...	4,000	
Carriage dock	...	1,500	...	1,500	
Fencing	...	3,687	...	3,687	
Three signals	...	1,700	...	1,700	
Culverts	...	1,000	...	1,000	
Point lodges and gate houses	...	1,000	...	1,000	
Total cost of Old Works	63,783	48,607	...	1,12,390	
Carried over	63,783	48,607	...	1,12,390	

SCHEDULE A—*continued.*

Statement showing the Buildings and Sidings at Naihati Station used jointly by the East Indian and Eastern Bengal State Railways—continued.

Items.		Cost.			Total.	Remarks.
		Sidings.	Buildings, etc.	Land.		
		R	R	R	R	
Brought forward		63,783	48,607	...	1,12,390	
New Works.						
Junction arrangements with East Indian Railway.						
2. Land, including compensation for huts, trees, etc.		...	...	77,685	77,685	Estimated amount.
Construction of Lines.						
3. Earth-work in filling up tanks and holes, throwing up embankments, etc.; Dressing surface; Turfing; Cleaning sites of work, including cutting and carrying trees out of the way		...	20,470	...	20,470	
		...	...	...	...	
Earth-work for engine shed, and turntable siding		...	...	...	...	
Contingencies at 5 per cent.		...	...	...	...	
Minor Bridges.	R					
4. Extending two, and building two other culverts, including Contingencies at 5 per cent.	3,978	...	3,978	...	3,978	
Road Crossings.	R					
5. Gates for level-crossings; Gate post, old rails	150	...	150	...	150	
Road in front of Shama Churn Chatterjee's House.	R					
Earth-work, including soling and metalling consolidations . 496		...	496	...	496	
Iron rail fence, including painting, Contingencies at 5 per cent. . 600	1,096	...	600	...	600	
Carried over		63,783	74,301	77,685	2,15,769	

SCHEDULE A—*continued.*

Statement shewing the buildings and sidings at Naihati Station used jointly by the East Indian and Eastern Bengal State Railways—continued.

Items.	Cost. Sidings.	Buildings, etc.	Land.	Total.	Remarks.
	R	R	R	R	
Brought forward .	63,783	74,301	77,685	2,15,769	
Fencing.					
6. Erecting new fence . R 987	...	987	...	987	
Taking up and refixing existing fencing . . 136	...	136	...	136	
Ballast and Permanent-way.					
7. Ballast, including spreading and ballast for engine shed and turntable sidings . . .	66,953	...	...	66,953	
8. Permanent-way . . .					
Laying do.					
Dead buffer					
Do. (old rails) . . .					
Engine Shed and Turntable Sidings.	1,05,083	...	...	1,05,083	
Permanent-way . . .					
Laying do.					
Stations and Buildings, Stations and Offices.					
9. Wooden huts for pointsmen R 583	...	583	...	583	
Over-bridge on platform	...	9,126	...	9,126	
Building new Down Platform. R					
Brick-work . . 2,403					
Concrete . . 1,771					
Earth-work . . 591					
Pointing . . 159					
Metalling . . 850					
Pale and space fencing . . 630					
6,404	...	6,404	...	6,404	
Local Platform. R					
Earth-work in excavation . . 80					
Earth-work filling . 856					
Brick-work . . 3,162					
Cement pointing . 193					
Metalling . . 915					
Platform lamps . . 286					
5,492	...	5,492	...	5,492	
Carried over .	2,35,819	97,029	77,685	4,10,533	

SCHEDULE A—*continued.*

Statement shewing the buildings and sidings at Naihati Station used jointly by the East Indian and Eastern Bengal State Railways—continued.

Items.		Cost.			Total.	Remarks.
		Sidings.	Buildings, etc.	Land.		
		R	R	R	R	
Brought forward .		2,35,819	97,029	77,685	4,10,533	
Dismantling existing Down Platform.						
Pulling down and removing corrugated iron shed . 250 Earth-work . . 203 Contingencies at 5 % . . . 270	723	...	723	...	723	
Staff quarters.	R					
10. House for Yard Foremen, including out-offices	11,343					
Station Masters' quarters .	1,312					
Quarters for Booking Clerks and Telegraph Signallers . . .	2,563					
Cook-houses . .	145					
Menials' quarters, containing 36 rooms .	11,166					
		...	26,529	...	26,529	
Station Machinery.	R					
11. Points and crossings for engine shed and turn-table sidings . .	9,823					
Wooden junction main signals with four arms, including fittings, lamps, etc. . .	295					
Distant signals for East Indian Railway lines, including making apparatus . . .	834					
	10,952	9,823	1,129	...	10,952	
Other Items.						
12. Lying in a short loop siding and erecting a weigh bridge which was subsequently replaced by a 24-ton one		3,095	2,895	...	5,990	
13. Four five-seated Horbury's patent latrine		...	1,035	...	1,035	
14. Pucca quarters for Traffic menials in place of temporary quarters burnt down		...	1,478	...	1,478	
Carried over .		2,48,737	1,30,818	77,685	4,57,240	

SCHEDULE A.—*concluded.*

Statement shewing the buildings and sidings at Naihati Station used jointly by the East Indian and Eastern Bengal State Railways—concluded.

Items.	Cost. Sidings.	Cost. Buildings, etc.	Cost. Land.	Total.	Remarks.
	R	R	R	R	
Brought forward .	2,48,737	1,30,818	77,685	4,57,240	
15. Accommodation for one Head Constable and four Constables .	...	1,260	...	1,260	
16. Godown under over-bridge staircases	...	313	...	313	
17. Loading gauge	...	35	...	35	
18. Shelter shed on down platform .	...	695	...	695	
19. Grouping points . . .	1,570	...	...	1,570	
20. Extension of down platform siding	4,458	143	...	4,601	R Earth-work . 143 Ballast . . 1,168 Permanent-way . . 3,290 Total . 4,601
21. Cross over in goods yard . .	1,139	...	...	1,139	
22. Erection of telephone . .	...	331	...	331	
23. Constructing a covered way on the Island platform . . .	...	5,546	...	5,546	
24. Tiling the station waiting room with Burn and Company's tiling	...	337	...	337	
25. Trains office at Naihati . .	...	1,426	...	1,426	
26. Waiting room for Native females .	...	370	...	370	
27. Extending the shed to 100 feet on the down platform . .	...	420	...	420	
28. Over-bridge for foot passengers at Tallpukur (level-crossing gate No. 34), north of Naihati station	...	5,083	...	5,083	
29. Sinking a pucca well . .	...	1,691	...	1,691	
30. Constructing sick line and sidings, etc., for interchange of goods traffic, including an additional over-bridge	16,501	10,495	...	26,996	
Total .	2,72,405	1,58,963	77,685	5,09,053	

APPENDIX NN.

Modified* Clause 13 of AGREEMENT† between THE INDIAN-MIDLAND RAILWAY COMPANY and the GOVERNMENT OF HIS HIGHNESS THE MAHARAJA SCINDIA OF GWALIOR for working the BINA-GOONA RAILWAY.

13. All costs, charges and expenses incurred by the Company in connexion with the maintenance, management, use and working of the railway, and the conveyance of traffic thereon, shall be paid by the Company; provided that, in the event of the telegraph lines and instruments not being the property of the railway, the cost of rent of the same shall be a charge against the railway.

* Approved in Government of India letter No. 596 R. T., dated the 20th June 1899, and in Board of Directors' letter No. 7, dated the 17th February 1899.

† Printed as Appendix EE to Part II of the Administration Report on Indian railways for 1896-1897.

APPENDIX OO.

Modification* of Clauses 10 and 12 of the AGREEMENT† between HIS HIGHNESS THE MAHARAJA OF KOLHAPUR and the SOUTHERN MAHRATTA RAILWAY COMPANY for work ng the KOLHAPUR STATE RAILWAY.

Clause 10.

The working expenses of the State Railway shall be arrived at in the following manner. The expenses of working and maintaining the Southern Mahratta Railway (including for the purposes of this clause the other worked lines) and the Kolhapur State Railway shall be defrayed in the first instance by the Company, and from the total sum there shall be deducted charges for New Minor Works and Government Supervision, which shall be debited direct to each of the Railways concerned, and the balance will be divided between the two railways in the ratio of the gross earnings of each.

Clause 12.

From the gross earnings of the State Railway there shall be deducted charges for New Minor Works and the working expenses ascertained as explained in clause 10, and the balance, representing the net earnings of the State railway, shall be paid by the Company to the Durbar half-yearly in such manner as may be arranged.

* Sanctioned in Government of India letter No. 660 R. T., dated the 10th July 1899.
† Printed as Appendix S to Part II of the Administration Report on Indian railways for 1891-1892.

APPENDIX PP.

Modified* Clauses XVII and XVIII (*a*) of the AGREEMENT,† dated 10th/15th March 1894, between the BOMBAY, BARODA AND CENTRAL INDIA AND INDIAN MIDLAND RAILWAY COMPANIES for the use by the INDIAN MIDLAND RAILWAY of the standard gauge link and works at Agra.

Clause XVII.

Transhipment of goods at Agra Cantonment Junction.

No Indian Midland Railway wagon or a wagon belonging to any line working in connection with the Indian Midland Railway shall be detained under load beyond 36 hours after arrival at the station, and should any wagon be so detained, through default of the Bombay, Baroda and Central India Railway, it shall be subject to a charge for demurrage at the rate of 9 pies per ton of carrying capacity or the wagon per hour, except as provided in section (c) of Clause XVIII. The calculation or penalty charges to commence from the first complete hour after expiry of this period, fractions of hours being disregarded.

Clause XVIII.

Penalty for non-supply of wagons at Junctions.

(*a*) To protect the Bombay, Baroda and Central India Railway from risk or loss arising from undue delay on the part of the Indian Midland Railway in providing wagons for loading, the Indian Midland Railway shall be liable to a penalty of nine pies per hour per ton of such goods booked through to stations of the Indian Midland Railway or connected railways, as the Indian Midland Railway may fail to provide wagons for, after 36 hours' notice, such penalty to be leviable up to the time the Indian Midland Railway wagons arrive at the station.

* Sanctioned in Government of India letter No. 702 R. T., dated the 22nd July 1899, and approved in Bombay, Baroda and Central India Railway Board's letter No. 576, dated the 12th May 1899, and in Indian Midland Railway Board's letter No. 20, dated the 19th May 1899.

† Printed as Appendix M to Part II of the Administration Report on Indian railways for 1894-1895.

APPENDIX QQ.

Revised* Clauses 11 and 12 of the AGREEMENT† for the exercise by the EAST INDIAN RAILWAY of running powers over part of the EASTERN BENGAL STATE RAILWAY.

Clause 11.

(*a*) In the case of traffic for *viâ* Chitpore other than Kidderpore Dock traffic diverted *viâ* Chitpore under Clause 8, the East Indian Railway trains shall be hauled by the East Indian Railway engines to Chitpore, where the wagons will be made over to the Eastern Bengal State Railway for transfer to the Port Commissioners' Railway under such conditions as regards mileage and demurrage as may be mutually agreed upon between the East Indian Railway and the Port Commissioners. Traffic from *viâ* Chitpore shall be similarly dealt with.

(*b*) Except in regard to demurrage, East Indian Railway or *viâ* traffic interchanged with the Port Trust Railway shall be treated as though it were Eastern Bengal State Railway traffic and come under the agreement for interchanged traffic between the Eastern Bengal State Railway and the Port Trust Railway, demurrage recovered from the Port Trust Railway in respect of such East Indian Railway or *viâ* traffic being credited to the East Indian Railway.

(*c*) In the case of traffic consigned to the Kidderpore Docks, the East Indian Railway trains shall be hauled by the East Indian Railway to the Kidderpore Dock Junction Station, where they will be made over to the Dock authorities under such condition as may be mutually agreed upon between the East Indian Railway and the Port Trust Railway as modified from time to time.

Clause 12.

(*a*) Traffic to and from Chitpore, Chitpore Ghat, *viâ* Chitpore Ghât for river delivery and Sealdah (including Baliaghatta) shall be dealt with in exactly the same way as if these stations were local stations of the East Indian Railway, any demurrage recovered from the public on account of delays to wagons being credited to the East Indian Railway. The Eastern Bengal Railway, which deals with all traffic at these stations, shall show no undue preference in favour of their own traffic, as against East Indian Railway traffic, or *vice versâ.*

(*b*) The Eastern Bengal State Railway shall deal with all local traffic at Chitpore, Chitpore Ghat, *viâ* Chitpore Ghat for river delivery and Sealdah (including Baliaghatta) conveyed to and from those stations in East Indian Railway trains, the East Indian Railway to pay to the Eastern Bengal State Railway in respect of the loading and unloading of such goods at rates to be agreed on from time to time between the two administrations, such rates not being higher than those paid by the Eastern Bengal State Railway for similar services for itself at Chitpore, Chitpore Ghat for river delivery and Sealdah (including Baliaghatta.)

* Sanctioned in Government of India letter No. 1211 R. T., dated the 6th September 1899, and approved in Board's letter No. 141, dated the 24th August 1900.

† Printed as Appendix N to Part II of the Administration Report on Indian railways for 1894-1895.

APPENDIX RR.

Addition* of Clause 14½ to the AGREEMENT,† having effect from the 1st April 1887, between the EAST INDIAN AND EASTERN BENGAL STATE RAILWAYS for the interchange of coaching and goods traffic *viâ* NAIHATI JUNCTION.

(*a*) All damages or accidents which may be caused by the joint station staff to the public, to the stock of the two railways or to the trains and traffic within the limits of the joint station, and all damages or losses however they may arise, which either railway may sustain or be put to in consequence of the acts or defaults of the joint station staff, within the limits of the joint station, shall be charged to the joint station expenses account.

(*b*) Each railway shall be responsible for damages or accidents caused by its staff other than the joint staff within the limits of the joint station.

(*c*) Notice of all accidents, damages, losses, etc., which may occur within the limits of the joint station shall be sent, from time to time, to the officers of both railways as soon as possible after their occurrence.

* Sanctioned in Government of India letter No. 302 R. T., dated the 14th March 1900, and in Board's letter No. 14 of 1900.

† Printed as Appendix J to Part II of the Administration Report on Indian railways for 1887-1888.

APPENDIX SS.

Revised Clause 8 of the AGREEMENT,* dated 15th November 1890, between the BENGAL AND NORTH-WESTERN AND EASTERN BENGAL STATE RAILWAYS for the interchange of traffic *viâ* KHANWA GHAT.

Clause 8.

The work of transhipment of goods, parcels, passengers' luggage, etc., and the incidence of charges for the same shall be arranged between the traffic managements of the lines, the Eastern Bengal State Railway taking over through goods, parcels, luggage, etc., on the bank opposite to the transfer siding at Khanwa Ghat, and making over through goods, parcels, etc., at the same place, receipts being there and then given. The Bengal and North-Western Railway will lay a ghat line, with transfer sidings taking off it, from the main terminus at Khanwa Ghat to the river bank, as close as possible to the point to which the Eastern Bengal State Railway can bring its boats at a distance of not more than 150 feet from the water's edge.

In the event of the Eastern Bengal State Railway not being able to bring its boats to within 150 feet of the transfer sidings, the transfer of goods, parcels, etc., shall be made on the bank at a point not more than 150 feet from the boats. The Eastern Bengal State Railway will inform the Bengal and North-Western Railway of all changes in the landing places necessitating alterations in the ghat sidings.

* Printed as Appendix P to Part II of the Administration Report on Indian Railways for 1891-1892.

APPENDIX TT.

Modification* of Clause 23 of the AGREEMENT,† dated the 17th March / 5th April 1892, entered into between the EAST INDIAN AND INDIAN MIDLAND RAILWAY COMPANIES for the joint working of MANIKPUR JUNCTION STATION.

All shunting of traffic wagons within the limits of the joint yard by whichever railway's engine performed shall be treated as joint.

The delivery of coal wagons booked to Manikpur for the Indian Midland Railway into the Indian Midland Railway locomotive yard, and the bringing back of such wagons to the joint yard after they have been released, as also the placing of Indian Midland Railway empty wagons in the Indian Midland Railway locomotive yard for loading and withdrawal of the same for despatch, shall also be treated as joint, and the Station Master shall sign certificates on joint account for such work. For the work refered to, or for each separate operation when not done consecutively, the actual time, not exceeding a period of thirty minutes, shall be admitted in the shunting certificates as a joint charge; any time in excess of that shall be excluded from the joint charges and be exclusively an Indian Midland charge.

The charge for the shunting debitable to the joint account will be made at the rate of five miles per hour, at an average cost per train-mile for locomotive expenses calculated in respect of the shunting done by the Indian Midland Railway at the actual expense shewn in the Indian Midland Railway Revenue Accounts for the previous half-year, and in respect of the shunting done by the East Indian Railway at the actual expense shewn in East Indian Railway Revenue Accounts for the previous half-year, *plus* five per cent. thereon in both cases to cover interest on the cost of the locomotive stock used, and the total amount of the charge shall be apportioned as follows:—

One-fifth to the Indian Midland Railway;
Four-fifths to the joint account;

and divided in accordance with the provisions of paragraph 11 of Clause 17 of the joint Agreement.

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* Sanctioned in Government of India letter No. 575 R. T., dated 16th May 1900, and approved in East Indian Railway Board's letter No. 25, dated 9th February 1900.

† Printed as Appendix O to Part II of the Administration Report of Indian Railways for 1891-92.

Index to contracts and working agreements, published in the appendices to the Administration Reports on Indian railways for the years 1880-81 and 1881-82, and in the appendices to Part II of the reports from 1882-83 to 1899-1900.

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Index to contracts and working agreements, etc.—contd.

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Revision of Clause 8 of Agreement, dated 15th November 1890, between the — and Eastern Bengal (State) Railway for interchange of traffic *viâ* Khanwa Ghât	1899-1900	SS	dxi
Bengal Central Railway—			
Agreement, dated 26th July 1881, between the Secretary of State for India in Council and the —	1880-81	C	xv
Working Agreement, dated 27th June 1883, between the — and the Eastern Bengal Railway Company	1882-83	P	clxxxvii
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Memorandum of Agreement, dated 13th February 1891, between the Government of India and the — for the working of the — through the agency of the State	1890-91	R	cclxvi
Agreement, having effect from the 1st January 1897, between the Eastern Bengal (State) Railway and the — for the interchange of traffic at Ranaghat and Dum Dum Junctions	1899-1900	R	ccccv
Agreement, dated 28th June 1899, between the Eastern Bengal (State) Railway and the — for the exercise by the latter of running powers for coaching trains over part of the Eastern Bengal (state) railway and for performance of terminal services and the provision of terminal accommodation at Sealdah	1899-1900	Z	ccccli
Agreement, dated 28th June 1899, between the Eastern Bengal (State) Railway and the — for the exercise by the latter of running powers for goods trains over part of the Eastern Bengal (State) Railway and for the performance of terminal services and the provision of terminal accommodation at Sealdah, Chitpore, and the Kidderpore Docks .	1899-1900	AA	ccccly
Bengal-Dooars Railway—			
Agreement, dated 27th April 1891, between the District Board of Jalpáiguri and Messrs. Octavius, Steel & Co. for the construction of the — .	1891-92	K	ccxvii
Working Agreement, dated 13th July 1895, between the Eastern Bengal (State) Railway and the — for the interchange of coaching and goods traffic *viâ* Jalpáiguri Ghât	1895-96	S	ccclxxxiii
Contract, dated 2nd March 1898, between the Secretary of State for India in Council and the — Company for the construction of certain extensions of their system	1897-98	V	ccclvi
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Bengal-Nágpur Railway—			
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Agreement, dated 27th November 1888, between the — and the Great Indian Peninsula Railway Company for provision and maintenance and working of the joint junction station at Nágpur and for the interchange of traffic and stock	1889-90	P	cxcii
Indenture, dated 31st December 1891, between the Secretary of State for India in Council and the — Company, Limited, for the construction and working of a branch line of railway from Sambalpur Road station on the main line to Sambalpur	1891-92	L	ccxxii

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Agreement, dated 20th April 1885, between the Government of Bombay and the Great Indian Peninsula Railway for the working of the —	1884-85	L	cxcv
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Supplementary Agreement, dated 30th June 1887, between the Government of India and Her Highness the Nawab Shah Jehan Begum, Ruler of Bhopal, relative to the construction of a railway in the Bhopal state.	1891-92	I	ccviii
Indenture, dated 17th February 1891, between the Secretary of State for India in Council and the Indian Midland Railway Company for the working and maintenance of the—	1891-92	J	ccx
Contract, dated 20th April 1894, between the Secretary of State for India in Council and the Indian Midland Railway Company as to the maintenance and working of the —	1893-94	L	cclxx
Bhopal-Ujjain Railway—			
Memorandum of Agreement, dated 4th August 1896, between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company for the working of that portion of the—which lies in Gwalior territory	1896-97	GG	ccccii
Memorandum of Agreement, dated 4th August 1896, between the Government of Her Highness the Begum of Bhopal and he Indian Midland Railway Company for the working of that portion of the — which lies in Bhopal territory	1896-97	HH	ccccIV
Bina-Goona Railway—			
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Agreement, dated 8th November 1889, between the Secretary of State for India in Council and the—for the working of the Brindaban branch	1889-90	O	ccxxxi
Contract, dated 5th October 1893, between the Secretary of State for India in Council and the — for the working of the Godhra-Rutlam Railway	1893-94	J	cclxvi
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Terms of Agreement for the construction and working of the Pálanpur-Deesa Railway	1893-94	S	cclxxxviii
Agreement (revised), which came into force from the 1st March 1889, between the — and the Indian Midland Railway Companies for the use by the latter of the standard gauge link between Agra Cantonment and Agra East Bank stations, etc.	1894-95	M	cccv
Note, dated 29th January 1895, on the regulation of the interchange of traffic at the Godhra and the Rutlam stations between the — and the Godhra-Rutlam and Rajputana-Malwa Railways	1894-95	Q	cccxxxi
Revised Clause 7 of the Agreement between the Bhávnagar-Gondal-Junágad-Porbandar Railway and the — for working the Wadhwán Junction station, which came into force from 1st January 1882	1894-95	S	cccxxxv
Indenture, dated 4th June 1896, between the Secretary of State for India in Council and the — Company for the working of the Ahmedabad-Párantij Railway when completed	1895-96	P	cccxliii
Agreement, dated 1st June 1895, between the—(including the Rajputana-Malwa Railway) and the Jodhpur-Bikaner railway for the interchange of coaching and goods traffic at Kuchámán Road and the interchange of rolling stock *viâ* Kuchámán Road, and for the joint working at Kuchámán Road station	1895-96	Q	cccxlix
Contract, dated the 30th October 1896, between the Secretary of State for India in Council and the — Company for the working of the Tápti Valley railway	1896-97	Q	cccxxviii
Heads of Agreement, having effect from 5th May 1890, between the Government of His Highness the Maharaja Gaekwar and the — Company for the working of His Highness the Gaekwar's Petlad Railway	1896-97	Z	ccclxxii
Revised Agreement, having effect from the 1st July 1896, between the Government of His Highness the Maharaja of Udaipur and the — Company for the working of the Udaipur-Chitor Railway	1896-97	BB	ccclxxxv
Contract, dated the 1st October 1897, between the Secretary of State and the—Company for the maintenance and working of the Rutlam-Nágdá Railway	1897-98	T	ccclii
Agreement of 1874 between His Highness the Gaekwar and the — for the maintenance and working by the — of the Meagaum and Dabhoi Railway	1897-98	W	ccclliv
Heads of Agreement between the Government of His Highness the Maharaja Gaekwar and the — Company for the working of His Highness the Gaekwar's Dabhoi Railway	1897-98	AA	ccclxxxix

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Delhi-Umballa-Kalka Railway—*concld.*			
Revised Clause XII (4) of the Agreement which came into force on the 1st March 1891 between the North-Western Railway and the East Indian Railway Company (as the working agency of the —) for working the Umballa Junction station and for the interchange of traffic at Umballa	1894-95	AA	cccxliii
Indenture, dated 19th December 1895, between the Secretary of State for India in Council and the — Company, conceding to the Company, from the 1st January 1893, the 2 per cent. of gross earnings hitherto retained by Government	1895-96	N	cccxxxi
Contract, dated 19th March 1800, between the Secretary of State for India in Council and the — Company for the raising of additional Capital required by the issue of debentures	1897-98	J	cccvi
Contract, dated 21st July 1896, between the Secretary of State for India in Council and the East Indian Railway Company for the provision of funds by the — Company for the construction of further Capital works on their line	1897-98	M	cccxii
Contract, dated 24th July 1896, between the Secretary of State for India in Council and the — Company for the provision of funds by the Company for the construction of further Capital works on their line	1897-98	N	cccxv
Contract, dated 9th June 1897, between the Secretary of State for India in Council and the — Company, guaranteeing interest at the rate of 3½ per cent. on its share Capital	1897-98	R	cccxlvi
Contract, dated 29th June 1898, between the Secretary of State for India in Council and the — Company for the construction and working of the Kalka-Simla Railway	1898-99	X	ccclxxxv
Deoghur Railway—			
Working Agreement, dated 1st January 1883, between the — and the East Indian Railway Company	1882-83	O	clxxxiv
Dhond-Manmád Railway—			
Working Agreement, dated 17th May 1882, between the — and the Great Indian Peninsula Railway Company	1881-82	W	xciv
Dhrángadrá Railway—			
Agreement, having effect from the 1st June 1898, for the maintenance and working of the — by the Board of Control of the Bhávnagar-Gondal-Junágad-Porbandar Railway	1899-1900	S	ccccxx
Dibru-Sadiya Railway—			
Contract, dated the 26th May 1880, between the Secretary of State for India in Council and the Assam Railway Company for the construction and working of the —	1881-82	F	xxxi
Terms and conditions for the working of the Ledo and Tikak-Margherita colliery branch, by the Assam Railways and Trading Company, as part of the undertaking of the —	1896-97	H	ccccvi
E			
East Coast (State) Railway—			
Memorandum of Agreement, having effect from the 1st January 1899, between the Bengal-Nágpur Railway Company and the — for working traffic over the section of railway between Cuttack and Khurda Road	1898-99	FF	ccccl
Agreement, having effect from the 1st November 1898, between the — and the South Indian Railway Company for the interchange and working of through traffic at Gudur Junction station	1899-1900	T	ccccxxii

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East Indian Railway—*contd.*			
Contract, dated 31st March 1886, for the working of the Cawnpore-Kálpi section of the Indian Midland Railway by the —	1886-87	F	clxx
Agreement for the exercise of running powers over parts of the Eastern Bengal (State) Railway granted by the Secretary of State for India in Council to the — Company, with effect from 1st April 1887 . .	1887-88	J	ccv
Contract, dated 15th September 1887, between the Secretary of State for India in Council and the — for working the Tarakeshwar line . .	1887-88	N	ccxxx
Contract, dated 24th January 1889, between the Secretary of State for India in Council and the — for working the Delhi-Umballa-Kalka Railway	1888-89	H	cxcix
Agreement, dated 1st January 1889, with the Indian Midland Railway Company for the exercise of running powers between the Oudh and Rohilkhand Railway, Cawnpore goods shed, and the junctions of the Oudh and Rohilkhand Railway lines with the — at Cawnpore . .	1889-90	H	ccvii
Agreement, dated 1st January 1889, between the — and the Oudh and Rohilkhand Railway for the interchange of traffic *viâ* Moghal Sarai, Cawnpore and Aligarh Junctions and for the joint working of these stations	1889-90	J	ccxvi
Agreement, dated 1st March 1899, between the — and the Indian Midland Railway Company for access by passenger trains of the Indian Midland Railway to the — station at Tundla for the interchange of coaching traffic at Tundla, and for the use in common by both railways for coaching traffic of the East Indian Railway Company's existing station at Tundla	1891-92	M	ccxxiv
Agreement, dated 1st March 1889, between the — and the Indian Midland Railway for the interchange of merchandise traffic at Agra East Bank, and for the use in common by both railways for merchandise traffic of the — existing station at Agra East Bank	1891-92	N	ccxxix
Agreement, dated 1st July 1890, between the — and the Indian Midland railway for the interchange of traffic at Mánikpur, and for the use in common by both railways of the— existing station at Mánikpur . .	1891-92	O	ccxxxvi
Agreement, dated 1st March 1891, between the — and the North-Western Railway for working the Umballa Junction station and for the interchange of traffic at Umballa	1891-92	Q	ccxlvi
Agreement between the — and the Bengal-Nágpur Railway Company for the interchange of traffic at Asansol, and for the use in common by both railways of the — existing station at Asansol	1891-92	R	ccliii
Agreement, dated 31st July 1891, between the — and the Bengal-Nágpur Railway Company for the interchange of traffic at Katni, and for the use in common by both railways of the — existing station at Katni	1891-92	T	cclxvii
Agreement, dated 8th March 1892, between the Secretary of State for India in Council and the — for the provision of a sinking fund in connection with the Kurhurbari and Serampore collieries for the gradual extinction of the whole capital expended on the works . .	1892-93	I	ccxxiv
Agreement, dated 16th February 1892, between the — and the Commissioners for the Port of Calcutta for the performance of terminal services on traffic despatched from and to stations on the — and connected lines to and from the Kidderpore Docks	1892-93	N	cclxxiv
Agreement, dated 29th April 1892, between the—, Oudh and Rohilkhand (State) and the Indian Midland Railways for the interchange of traffic at Cawnpore, and for the use in common by the three railways of the — existing station at Cawnpore	1892-93	Q	cclxxxvi
Modification of Agreement, dated 1st March 1891, between the North-Western Railway and the — (as the working agency of the Delhi-Umballa-Kalka Railway) for working the Umballa Junction station and for the interchange of traffic at Umballa	1893-94	Q	cclxxxvi

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East Indian Railway—*contd.*			
Contract, dated 10th November 1893, between the Secretary of State for India in Council and the — Company, for the incorporation of certain branch lines in the undertaking	1894-95	K	ccc
Agreement (revised), which came into force from the 1st January 1892, for running powers over parts of the Eastern Bengal (state) railway granted by the Secretary of State for India in Council to the — Company	1894-95	N	cccxxi
Agreement, which came into force from the 1st November 1894, between the Bengal-Nágpur and the — Companies for the division of the downwards local traffic from Katni	1894-95	O	cccxxvi
Modification of clause 32 (18) of the Working Agreement between the — and the Sind, Punjab and Delhi railway relating to the Gháziabad Junction station, which came into force from the 1st September 1879	1894-95	R	cccxxxiv
Revised paragraph IV of clause 3 of the Agreement between the — Company and the Indian Midland Railway Company for joint working of Agra East Bank station of the —, which came into force from 1st March 1889	1894-95	V	cccxxxviii
Revised paragraph IV of clause 3 of the Agreement between the —, the Oudh and Rohilkhand and Indian Midland railways for joint working of the Cawnpore station of the —, which came into force from the 1st July 1890	1894-95	W	cccxxxix
Revised paragraph IV of cluase 3 of the Agreement between the — Company and the Indian Midland Railway Company for joint working of Mánikpur station of the —, which came into force from 1st July 1890	1894-95	X	cccxl
Revised paragraph IV of clause 3 of the Agreement between the — Company and the Bengal-Nágpur Railway Company, for joint working of Ásansol station of the —	1894-95	Y	cccxli
Revised clause XII (4) of the Agreement, which came into force on 1st March 1891, between the North-Western railway and the — Company (as the working agency of the Delhi-Umballa-Kalka railway) for working the Umballa Junction station and for the interchange of traffic at Umballa	1894-95	AA	cccxliii
Revised paragraph IV of clause 3 of the Agreement between the — Company and the Bengal-Nágpur Railway Company for joint working of the Katni station of the —, dated 31st July 1891	1894-95	BB	cccxliv
Indenture, dated 22nd August 1895, between the Secretary of State for India in Council and the — Company for the working of the South Behar railway	1895-96	L	cccxlv
Revised paragraph 13 of clause 29 of the Working Agreement between the — and the Sind, Punjab and Delhi railway, relating to the Gháziabad Junction station, which came into force from the 1st September 1879	1895-96	V	cccxcii
Modification of clause 32 of the revised Working Agreement between the — and the Sind, Punjab and Delhi railway, relating to the Gháziabad Junction station, which came into force from the 1st September 1879	1895-96	W	cccxciii
Modification of paragraph II of clause 19 of the Agreement between the Bengal-Nágpur and the — Companies for the interchange of traffic at Ásansol and for the common use by both railways of the East Indian railway's existing station at Ásansol	1896-97	KK	ccccix
Modification of paragraph II of clause 19 of the Agreement between the Bengal-Nágpur and the — Companies for the interchange of traffic at Katni and for the use in common by both railways of the East Indian railway's existing station at Katni	1896-97	LL	ccccx
Contract, dated the 26th February 1896, between the Secretary of State and the — Company as to debenture Capital	1897-98	L	cccix
Contract, dated the 21st July 1896, between the Secretary of State and the — Company, for the provision of funds by the Delhi-Umballa-Kalka Railway Company, for the construction of further capital works on their line	1897-98	M	cccxii

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EAST INDIAN RAILWAY—*concld.*			
Contract, dated 22nd November 1897, between the Secretary of State and the — Company for the construction of the Moghal Sarai-Gya railway	1897-98	U	cccliii
Modification of clause 18 of the Agreement, dated 16th February 1892, between the — Company and the Calcutta Port Commissioners for the performance by the latter of terminal services on traffic to and from the Kidderpore Docks	1897-98	FF	ccccviii
Memorandum of Agreement, having effect from the 1st January 1897, between the — and Oudh and Rohilkhand (state) railway for the interchange of traffic at, and joint use of, Moghal Sarai and Aligarh Junction stations	1898-99	CC	ccccx
Modification of clause 23 of the Agreement, dated 1st July 1890, between the — Company and the Indian Midland Railway Company for the interchange of traffic at, and the joint use of, the Mánikpur junction station, having effect from the 15th July 1894	1898-99	GG	ccccliv
Addition to clause 10 of the Agreement, dated 16th February 1892, between the — Company and the Commissioners for the Port of Calcutta for the performance by the latter of terminal services on traffic to and from the Kidderpore Docks	1898-99	HH	cccclv
Revised clause 3 I and II of the Agreement, dated 5th April 1892, between the — Company and the Indian Midland Railway Company for running powers for passenger trains of the latter Railway Company to Tundla and for the interchange of coaching traffic at that station, having effect from the 2nd December 1897	1898-99	II	cccclvi
Indenture, dated 14th November 1899, between the Secretary of State for India in Council and the — Company modifying the principal Contract of 22nd December 1879	1899-1900	N	ccccxcv
Revised clause 13 of the Agreement, having effect from the 1st April 1887, between the — and the Eastern Bengal (state) railway for the interchange of coaching and goods traffic *viâ* Naihati Junction .	1899-1900	MM	di
Revision of clauses XI and XII of Agreement for the exercise by the — of running powers over parts of the Eastern Bengal (state) railway .	1899-1900	QQ	dix
Agreement, having effect from 1st April 1887, between the — and the Eastern Bengal (state) railway, for the interchange of coaching and goods traffic *viâ* Naihati Junction	1899-1900	RR	dx
Revision of clause 23 of Agreement, dated 17th March / 5th April 1892, between the — and Indian Midland railway for working Mánikpur Junction .	1899-1900	TT	dxii
EAST INDIAN TRAMWAY'S COMPANY—			
Agreement, dated 9th March 1894, between the — Limited and the Government for the crossing of the — by the North-Western railway .	1893-94	K	cclxviii
G			
GAEKWAR'S DABHOI RAILWAY—			
Agreement of 1874 between His Highness the Maharaja Gaekwar and the — for the maintenance and working of the Meagaum and Dabhoi railway	1897-98	W	ccclxiv
Agreement, having effect from the 1st January 1897, between the Government of His Highness the Maharaja Gaekwar and the Bombay, Baroda and Central India Railway Company, for the working of His Highness the —	1897-98	AA	ccclxxxix
GAEKWAR'S MEHSÁNA RAILWAY—			
Agreement between the — and the Bombay, Baroda and Central India Railway Company for working the — with effect from 1st July 1891 .	1893-94	M	cclxxiii

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INDIA GENERAL NAVIGATION AND RAILWAY COMPANY—*concld.*			
Revised clause 12 of the Agreement, dated 1st March 1889, between the Eastern Bengal (state) railway and the — for working the goods traffic between Goalundo and certain railway river termini	1899-1900	JJ	ccccxcviii
INDIAN MIDLAND RAILWAY—			
Contract, dated 2nd October 1885, between the Secretary of State for India in Council and the —	1885-86	H	clxxii
Contract, dated 31st March 1886, between the Secretary of State for India in Council, the East Indian Railway Company and the — for the working of the Cawnpore-Kálpi section of the — by the East Indian railway	1886-87	F	clxx
Agreement, dated 20th December 1888, between the — and the Great Indian Peninsula Railway Company, for provision and maintenance and working of the joint junction station at Itársi and for the interchange of traffic and stock	1889-90	G	cxcix
Agreement, dated 1st January 1889, between the — and the Oudh and Rohilkhand railway for the exercise of running powers between the Oudh and Rohilkhand railway Cawnpore goods shed and junction of Oudh and Rohilkhand railway lines with East Indian railway at Cawnpore, and the joint use of the Oudh and Rohilkhand railway at Cawnpore station	1889-90	H	ccvii
Agreement, dated 1st January 1889, between the Government of India and the — for the working of the Bhopal-Itársi railway	1889-90	I	ccxv
Agreement with the Bombay, Baroda and Central India Railway Company in respect of local and through goods and coaching traffic at Agra Fort and Agra Cantonment stations, with effect from 1st March 1889	1889-90	K	ccxxii
Supplementary Contract, dated 18th March 1890, between the Secretary of State for India in Council and the — for the transfer of the Sindia (state) railway	1890-91	H	cxciv
Indenture, dated 17th February 1891, between the Secretary of State for India in Council and the — for the working and maintenance of the Bhopal-Itársi railway	1891-92	J	ccx
Agreement, dated 1st March 1889, between the — and the East Indian Railway Company for access by the passenger trains of the — to the East Indian railway station at Tundla for the interchange of coaching traffic at Tundla, and for the use in common by both railways for coaching traffic of the East Indian Railway Company's existing station at Tundla	1891-92	M	ccxxiv
Agreement, dated 1st March 1889, between the — and the East Indian railway, for the interchange of merchandise traffic at Agra East Bank, and for the use in common by both railways for merchandise traffic of the East Indian Railway Company's existing station at Agra East Bank	1891-92	N	ccxxix
Agreement, dated 1st July 1890, between the — and the East Indian Railway Company, for the interchange of traffic at Mánikpur, and for the use in common by both railways of the East Indian Railway Company's existing station at Mánikpur	1891-92	O	ccxxxvi
Agreement, dated 29th April 1892, between the East Indian railway, the Oudh and Rohilkhand (state) railway and the — for the interchange of traffic at Cawnpore, and for the use in common by the three railways of the East Indian Railway Company's existing station at Cawnpore	1892-93	Q	cclxxxvi
Contract, dated 20th April 1894, between the Secretary of State for India in Council and the — as to the maintenance and working of the Bhopal-Itársi railway	1893-94	L	cclxx
Revised clause 10 and clause 14 (*c*) of the Agreement between the — and the Oudh and Rohilkhand railway for joint working at Cawnpore station of the Oudh and Rohilkhand railway	1893-94	P	cclxxxv
Agreement (revised), which came into force from the 1st March 1889, between the Bombay, Baroda and Central India and the — Companies for the use by the latter of the standard gauge link between Agra Cantonment and Agra East Bank stations, etc.	1894-95	M	cccv

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INDIAN MIDLAND RAILWAY—*contd.*			
Revised paragraph IV of clause 3 of the Agreement between the East Indian Railway Company and the — Company for joint working of the Agra East Bank station of the East Indian railway which came into force from 1st March 1889	1894-95	V	cccxxxviii
Revised paragraph IV of clause 3 of the Agreement between the East Indian railway, the Oudh and Rohilkhand railway and the — for joint working of the Cawnpore station of the East Indian railway, which came into force from 1st July 1890	1894-95	W	cccxxxix
Revised paragraph IV of clause 3 of the Agreement between the East Indian Railway Company and the — Company for joint working of the Mánikpur station of the East Indian railway, which came into force from 1st July 1890	1894-95	X	cccxl
Indenture, dated 25th January 1889, between the Secretary of State for India in Council and the — Company in respect to raising of additional Capital by the issue of debentures	1896-97	J	cccii
Indenture, dated 13th June 1896, between the Secretary of State for India in Council, and the — Company for the construction of the Saugor-Katni extension of the —	1896-97	N	cccxvi
Memorandum of Agreement, dated 15th July 1896, between the Government of His Highness the Maharaja Scindia of Gwalior and the — Company for the working of the Bina-Goona railway	1896-97	EE	cccxciv
Memorandum of Agreement, dated 4th August 1896, between the Government of His Highness the Maharaja Scindia of Gwalior and the — Company for the working of that portion of the Bhopal-Ujjain railway which lies in Gwalior territory	1896-97	GG	ccccii
Memorandum of Agreement, dated the 4th August 1896, between the Government of Her Highness the Begum of Bhopal and the — Company for the working of that portion of the Bhopal-Ujjain railway which lies in Bhopal territory	1896-97	HH	cccciv
Modification of clause 23 of the Agreement, dated the 1st July 1890, between the East Indian Railway Company and the — Company for the interchange of traffic at, and the joint use of, the Mánikpur Junction station, having effect from 15th July 1894	1898-99	GG	ccccliv
Revised clause 3 I and II (*a*) of the Agreement, dated 5th April 1892, between the East Indian Railway Company and the — Company for running powers for passenger trains of the latter Railway Company to Tundla and for the interchange of coaching traffic at that station, having effect from the 2nd December 1897	1898-99	II	cccclvi
Agreement, dated 20th February 1899, between the Government of His Highness the Maharao of Kotah and the — Company for the working of the portion of the Goona-Bárán railway traversing Kotah territory	1899-1900	U	ccccxxviii
Agreement, dated 27th February 1899, between the Government of His Highness the Nawab of Tonk and the — Company for the working of the portion of the Goona-Bárán railway traversing Tonk territory	1899-1900	V	ccccxxxi
Agreement, dated 12th May 1899, between the Government of His Highness the Maharaja Scindia of Gwalior and the — Company for the working of the portion of the Goona-Bárán railway traversing Gwalior territory	1899-1900	W	ccccxxxiv
Agreement between the Bombay, Baroda and Central India railway and the — for the interchange of traffic and the joint working of Ujjain Junction station	1899-1900	BB	cccclix
Modification of clause 13 of the Agreement, dated 15th July 1896, between the — Company and the Government of His Highness the Maharaja Scindia of Gwalior for working the Bina-Goona railway	1899-1900	NN	dvi
Modification of clauses XVII and XVIII (*a*) of Agreement, dated 18th March 1894, between the Bombay, Baroda and Central India railway and — for the use of the standard gauge link and works at Agra	1899-1900	PP	dviii

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NORTH-WESTERN (STATE) RAILWAY—*concld.*			
Agreement, dated 10th May 1892, between the — and the Commissioner in Sind for the working of a ferry at Kotri in connection with the Hyderabad-Umarkot railway	1892-93	R	ccci
Agreement, dated 30th January 1893, between the Secretary of State for India in Council and the Patiala Durbar for the working of the Rájpura-Bhátinda railway by the — on behalf of the Patiala Durbar .	1892-93	V	cccx
Agreement, dated 6th March 1894, between the East India Tramway Company and the Government for the crossing of the tramway by the—	1893-94	K	cclxviii
Modification of Agreement, dated 1st March 1891, between the — and the East Indian railway (as the working agency of the Delhi-Umballa-Kalka railway) for working the Umballa Junction station and for interchange of traffic at Umballa	1893-94	Q	cclxxxvi
Revised Clause XII (4) of the Agreement which came into force on 1st March 1891, between the — and the East Indian Railway Company (as the working agency of the Delhi-Umballa-Kalka railway) for working the Umballa Junction station and for interchange of traffic at Umballa	1894-95	AA	cccxliii
Memorandum of revised terms between the Government of India and the Jammu and Kashmir Durbar for the working of the Jammu and Kashmir railway by the —	1898-99	AA	ccccv
Agreement, dated 6th September 1899, for the construction, maintenance and working of the Ludhiana-Dhuri-Jakhal railway by the— . .	1899-1900	CC	ccccIxx
O			
UDAIPUR-CHITOR RAILWAY—			
Revised Agreement, having effect from the 1st July 1896, between the Government of His Highness the Maharana of Udaipur and the Bombay, Baroda and Central India Railway Company for the working of the—	1896-97	BB	ccclxxxv
OUDH AND ROHILKHAND RAILWAY COMPANY—			
Working Agreement, dated 1st September 1879, between the — and the East Indian Railway Company	1881-82	K	xlviii
Working Agreement, dated 20th March 1884, between the — and the Bengal and North-Western Railway Company	1883-84	M	clxxviii
Contract, dated 5th December 1883, between the Secretary of State for India in Council and the — as to the extension to Sahâranpur with branches to Hardwar and to Mogha Sarai	1884-85	K	cxciv
Agreement, dated 19th January 1887, between the Secretary of State for India in Council and the — for the working and maintenance of the Lucknow-Sitapur railway and its extensions	1887-88	H	cciii
OUDH AND ROHILKHAND (STATE) RAILWAY—			
Agreement, dated 1st January 1889, between the — and the Indian Midland Railway Company for the exercise of running powers between the Oudh and Rohilkhand railway, Cawnpore goods shed, and the junction of the Oudh and Rohilkhand railway lines with the East Indian railway at Cawnpore	1889-90	H	ccvii
Agreement, dated 1st January 1889, between the — and the East Indian Railway Company for the interchange of traffic *viâ* Moghal Sarai, Cawnpore and Aligarh Junctions and for the joint working of those stations	1889-90	J	ccxvi
Agreement, dated 1st January 1891, between the — and the Rohilkund and Kumaun Railway Company for the interchange of traffic *viâ* Lucknow and Bareilly Junctions and for the joint working of those stations	1892-93	K	ccxlvii

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Agreement, dated 1st February 1892, between the — and the Bengal and North-Western railway for the interchange of traffic at Bahramghât	1892-93	M	cclxxi
Agreement, dated 29th April 1892, between the East Indian railway, the Indian Midland railway and the — for the interchange of traffic at Cawnpore, and for the use in common by the three railways of the East Indian Railway Company's existing station at Cawnpore	1892-93	Q	cclxxxvi
Revised clause 10 and clause 14 (c) of the Agreement between the Indian Midland and the — for joint working at Cawnpore station of the —	1893-94	P	cclxxv
Revised paragraph IV of Clause 3 of the Agreement between the East Indian railway, the —, and Indian Midland railway for joint working of the Cawnpore station of the East Indian railway which came into force from 1st July 1890	1894-95	W	cccxxxix
Amended clause 7 of the Agreement, having effect from the 1st January 1891, between the—and the Rohilkund and Kumaun Railway Company for the interchange of traffic, *viâ* Lucknow and Bareilly Junctions, and for the joint working of those stations	1897-98	EE	ccccvii
Memorandum of Agreement, having effect from the 1st January 1897, between the East Indian railway and the—for the interchange of traffic at, and the joint use of, the Moghal Sarai and Aligarh Junction stations	1898-99	CC	ccccx
Agreement, having effect from the 1st April 1899, between the —and the Bengal and North Western railway for interchange of traffic at Benares Cantonment Junction station	1899-1900	DD	ccccIxxv
P			
Palanpur-Deesa Railway—			
Terms of Agreement between the — and the Bombay, Baroda and Central India Railway Company for the construction and working of the—	1893-94	S	cclxxxviii
Pondicherry Railway—			
Agreement, dated 30th December 1890, between the — and the South Indian railway	1890-91	Q	cclxiv
Agreement between the South Indian and the — Companies for working the —, dated 30th December 1890	1894-95	Z	cccxlii
Poradaha section of the Northern Bengal (State) Railway—			
Agreement for working and maintaining the — by the Eastern Bengal Railway Company	1881-82	R	lxxv
Powayan Steam Tramway—			
Agreement, which came into force from the 1st January 1895, between the Rohilkund and Kumaun and the — Companies for the interchange of goods traffic at Mailáni station	1894-95	P	cccxxviii
Punjab Northern (State) Railway—			
Agreement, dated 1st July 1882, between the — and the Sind, Punjab and Delhi Railway Company for the joint use of the Lahore Junction station	1881-82	Z	civ
Working Agreement, dated 1st July 1882, between the — and the Sind, Punjab and Delhi Railway Company	1882-83	M	clxvii

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Subject.	Reference. Year.	Appendix to Administration report.	Page.
Sind, Punjab and Delhi Railway—*concld.*			
Modification of clause 32 (18) of the Working Agreement between the East Indian railway and the — relating to the Gházíabad Junction station which came into force from the 1st September 1879	1894-95	R	cccxxxiv
Revised paragraph 13 of clause 29 of the Working Agreement, between the East Indian railway and the — relating to the Gházíabad Junction station which came into force from the 1st September 1879	1895-96	V	cccxcii
Modification of clause 32 of the revised Working Agreement between the East Indian railway and the — relating to the Gházíabad Junction station which came into force from the 1st September 1879	1895-96	W	cccxciii
South Behar Railway—			
Indenture, dated 7th August 1895, between the Secretary of State for India in Council and the —, for the construction of the line	1895-96	K	cccii
Indenture, dated 22nd August 1895, between the Secretary of State for India in Council and the East Indian Railway Company for the working of the —	1895-96	L	cccxiv
Southern Mahratta Railway—			
Contract, dated 1st June 1882, between the Secretary of State for India in Council and the — as to construction, maintenance, management and working by the Southern Mahratta Railway Company, Limited, of a railway intended to be called the —	1881-82	E	xx
Working Agreement, dated 1st December 1883, between the — and the Great Indian Peninsula Railway Company	1882-83	Q	cxcv
Working Agreement, dated 1st January 1884, between the — and the Madras railway for the working of the Bellary joint station	1883-84	L	clxxiii
Contract, dated 28th October 1885, between the Secretary of State for India in Council and the — for the construction and working of the West Deccan railway	1885-86	G	clxx
Contract, dated 31st August 1887, between the Secretary of State for India in Council, with respect to a line of railway from Ránibennur to Harihar, and a line of railway from Bellary to Guntakal	1887-88	K	ccviii
Contract, dated 31st August 1887, between the Secretary of State for India in Council and the —, for the construction of an extension of the Mysore railway, and the maintenance and working of that railway and extension as separate undertakings	1887-88	L	ccx
Agreement, dated 11th January 1889, between the — and the Great Indian Peninsula Railway Company, for the joint use of the Poona station	1888-89	G	cxci
Contract, dated 27th February 1889, between the Secretary of State for India in Council and the —, for completion and working of the Bellary-Kistna railway	1888-89	K	ccxvii
Supplementary Agreement, dated 26th August 1889, between the — and the Great Indian Pennisula Railway Company, for the interchange of through goods traffic between all the stations of the Great Indian Peninsula Railway Company in Bombay and stations of the —	1889-90	L	ccxxvi
Agreement, dated 20th November 1890, between the — and the Madras Railway Company for the working of the Bangalore City Junction station	1890-91	N	ccxxxvii
Agreement, dated 22nd December 1890, between the — and the Madras Railway Company, for the working of the Guntakal Junction station	1890-91	P	cclx
Memorandum of Agreement, dated 17th July 1891, between the Government of His Highness the Maharaja of Kolhápur and the — for working the Kolhápur railway	1891-92	S	cclxv
Memorandum of Agreement, dated 28th June 1893, between the — and the West of India Portuguese Guaranteed Railway Company for interchange of coaching and goods traffic and working the Braganza Ghát section of the wo railways provisionally sanctioned for one year	1893-94	N	cclxxvi